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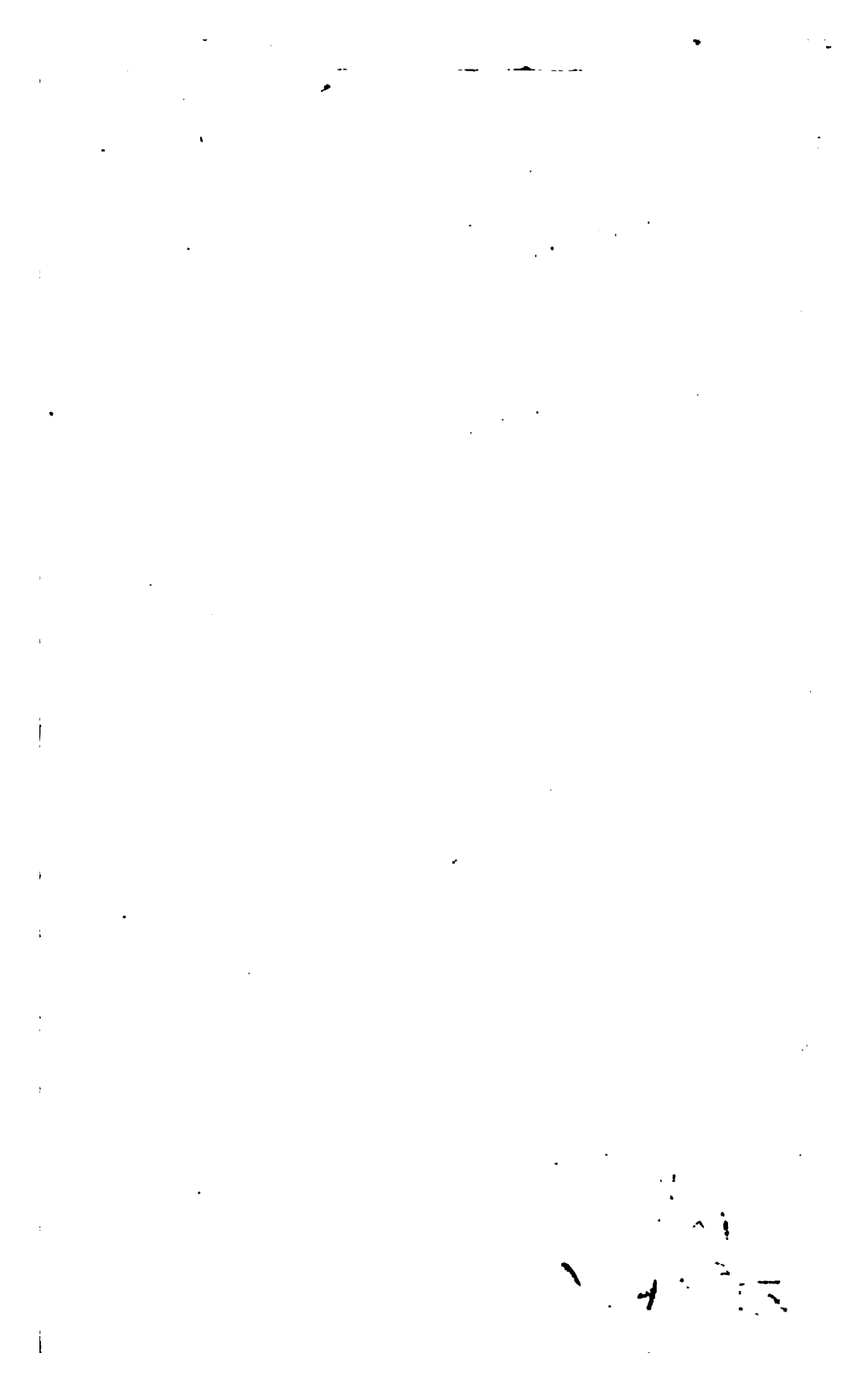
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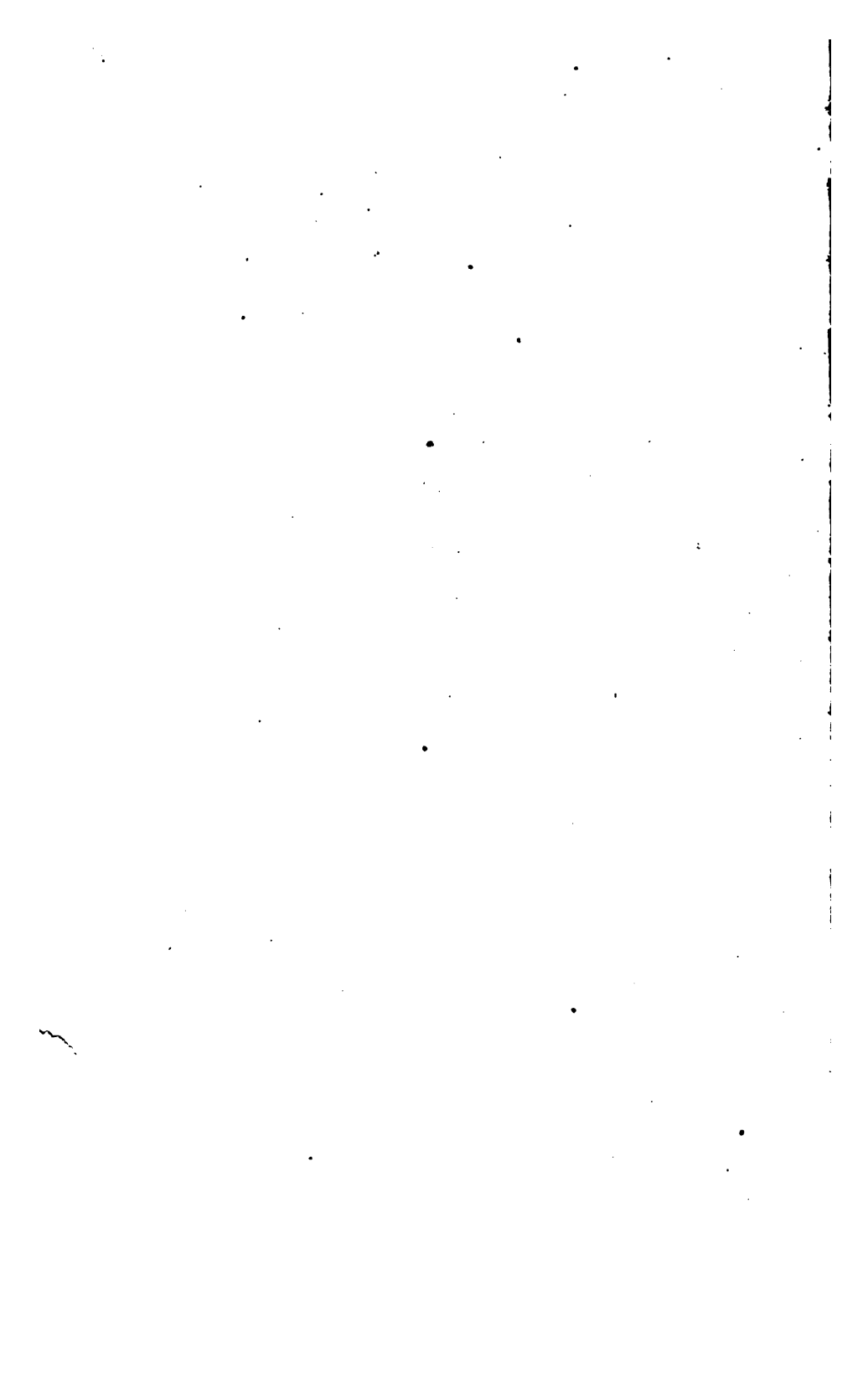
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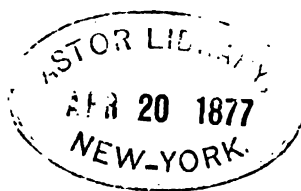
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"The security of the Kingdom is increased by every man being more or less a Sailor."—CAPT. MARRYAT's *Pirate and Three Cutters*.

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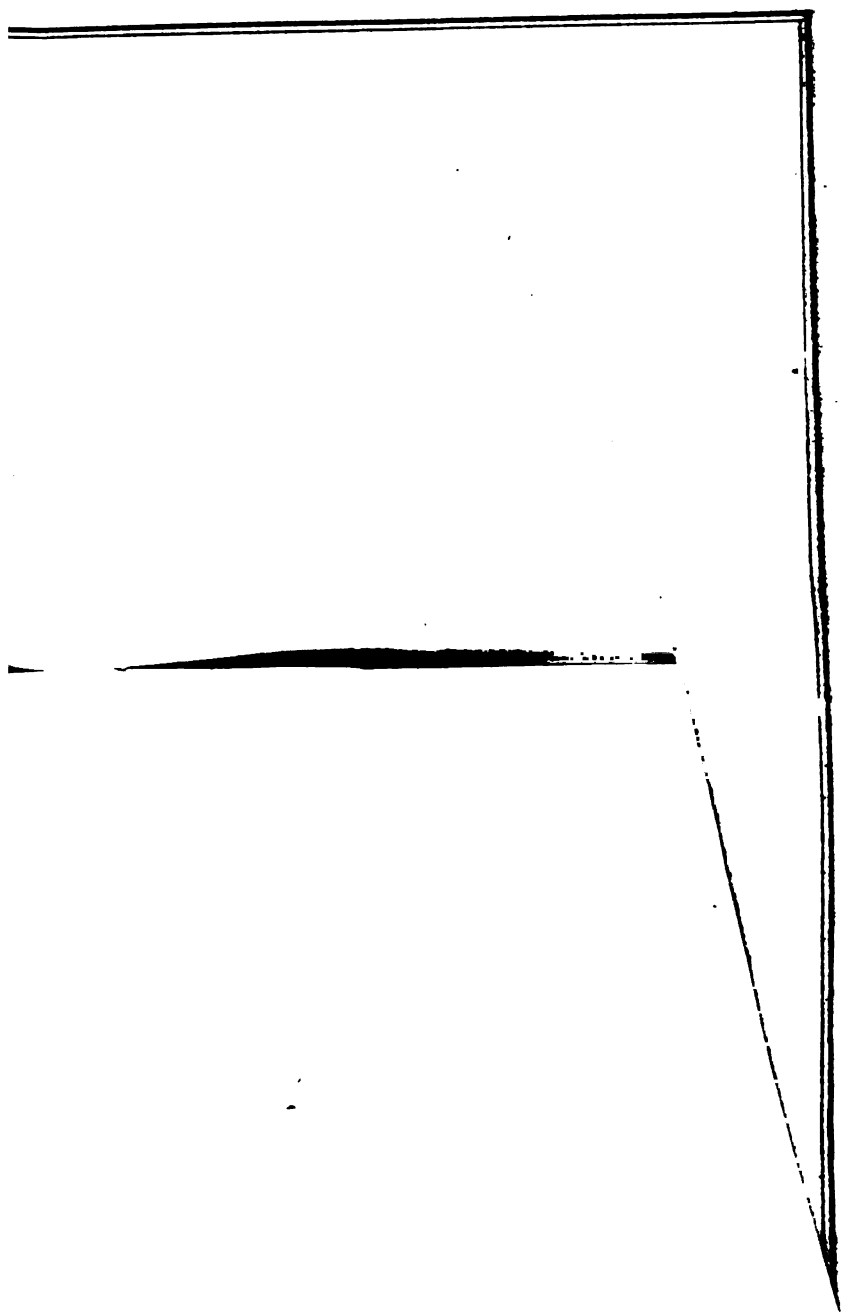
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The Editor of the *Yachting Magazine* returns his thanks to those who have assisted him by their contributions, and also to the patrons who have supported the work for the last eleven years, and he solicits a continuance for the Twelfth Volume, assuring them that he will at all times give implicit attention to their wishes, and use his best energies to support yachting.

December, 1862.

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HUNT'S YACHTING MAGAZINE.

JANUARY 1862.

YACHTS AND YACHTING.*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XXII.

THE gaff-topsail yards will finish my enumeration of spars. As much of the proportions of these yards depend upon the cut and shape of the gaff-topsails, incidental to this branch of our subject, I must introduce somewhat relating to the sails themselves:—A square-headed gaff-topsail is now pretty generally admitted by all experienced yachtsmen to be next to useless when a vessel is close-hauled on a wind; running off a wind, or with the wind abeam it does very well; but once come to touch its luff in the slightest degree, and the sooner it is down on deck the better: the evil produced by a shaking topsail during a race is in nine cases out of ten overlooked by the generality of sailing masters; the moment an inch of canvas begins to shake, that portion of the sail is perfectly useless; it is hardly necessary, therefore, to say that when the whole of a sail begins to shake it becomes worse than useless, for it is productive of serious injury to a vessel's speed; it becomes a wind draught that resolves itself into a drag of no mean magnitude, and whilst the three lower sails of a cutter may be performing their part to admiration, the badly cut and badly fitting gaff-topsail, shaking aloft, may, and almost certainly will, be undoing half their good work.

A square-headed gaff-topsail will take a heavy stiff topsail yard to

* Continued from page 524, vol. x.

set it properly, and this additional weight aloft is necessitated by this form of sail: if we add to this the difficulty that is very often experienced in taking in this description of sail, as it frequently flies away to leeward and defies the efforts of the clew-line to restrain it, we may sum up the prominent disadvantages of a square-headed gaff-topsail.

With a gaff-topsail cut with a high peak, that is, having the topsail yard nearly up and down with the topmast, the case is widely different. Such a formed sail will stand by the wind to the last moment, the same as a well-cut mainsail; the yard being up and down tends to set the sail at as nearly as possible the same angle as the mainsail, and if a gaff-topsail-peak-halliard of light line be used with the yard, and a bowline to the luff, the sail can be set to perfection.

Another point I would draw attention to in the setting of this sail:—when the tack is to leeward a certain portion of the propelling power of the sail becomes less effective; a vessel will be generally found to perform better under her four sails when the tack of the gaff-topsail is to windward; now with a high peaked gaff-topsail the tack can, by a simple arrangement of very little additional gear be always set to windward; the arrangement of this I would suggest as follow,—the gaff-topsail yard should have its lower arm cut to clear the masthead about a foot or eighteen inches, a double tripping-line should be attached to the end of the yard, rove through two cheek blocks placed well out upon the gaff, and then down through two jewel blocks under the throat: two other tripping-lines should be bent to the tack thimble, and the falls led down on deck over and upon each side of the peak halliards; then when a vessel tacks and just as she is head to wind the tack should be let go, the tack tripping-line hauled on until the tack is hoisted over the peak halliards; then when the tack is being hauled down, the gaff-topsail yard weather tripping-line should be hauled out until the end of the yard clears the mast, when it will spring out to windward, the topsail tack may be hove well down by the tackle, and the sail becomes set to windward as before. It will greatly facilitate this manoeuvre if the topsail sheet be started an inch or so until the tack is hove down again; but in many instances, and particularly in light weather, this proceeding may not be necessary. In very short tacks it may not be considered expedient to touch the topsail tack, or shift it to windward, but in beating to windward on long tacks the great advan-

tages accruing from the shifting of the topsail tack to the weather side of the mainsail, will I think be sufficiently obvious to the practical yachtsman.

The yards for high peaked gaff-topsails can be made lighter than those for square-headed topsails, and this is in itself a great advantage as lessening the weight to be carried aloft. I have seen some such spars made very light indeed, and then strengthened by a hard-wood batten nailed to the under side: these make very good and serviceable spars, and by thus lessening their size a good deal of wind-draught is got rid of, whilst the hard wood supplies the deficiency of strength which the reduction of timber may occasion; the great object in all spars used aloft is to get them made of the smallest possible substance. Let any yachtsman take the weather signal halliards in his hand when a vessel is under full way, and he will speedily become convinced of the tremendous wind-draught produced by even so small a diameter as the line of a signal halliard. What then must it be with a gaff-topsail yard such as we now see used in our racing cutters. Many of our cunning sailing-masters of the present day, quite alive to all such minutiae, and aware that not a chance affording the slightest prospect of success can be thrown away, unreeve their signal halliards, and nail their racing flags to the topmast.

It is a strict attention to all such details, which taken individually may appear of but trivial consequence, but in the aggregate are productive of the most injurious results, that constitutes perfection in a racing sailor; and if such apparently small substances as the light lines of which signal halliards are composed render their removal requisite to avoid injury to speed, how much more should we pay attention to the construction of such very much heavier and more solid substances, that offer a loftier and more exposed surface to the action of the wind.

A racing cutter will be fitted with four gaff-topsails, viz. a jib-headed or ring-tail topsail that is set without a yard, by lacing it to the topmast as it is hoisted; in blowing fresh weather, and particularly in beating to windward, this is the best topsail that can be set; if well cut it will stand as well as the mainsail, and I have often seen such a sail that stood better: it is a sail that can be carried when a gaff-topsail with a yard cannot; it is easily set, and as easily taken in, and can oftentimes be used with advantage over a reefed mainsail, particularly in the intervals of squally weather: the tack

of this should be fitted with tripping-lines such as I have described for shifting it to windward, but from the absence of a topsail yard the yard lines are unnecessary: it is a great advantage in this sail to have the luff fitted with straps and toggles similar to those I have indicated for the storm trysail; they will be found to work much better and handier than the usual system of lacing. In bending on the clew-line of this and all other gaff-topsails there exists a faulty plan with some sailing-masters; they lash a small block to the topsail yard just about the slings; reeve the clew-line through this and make the standing part fast to the clew thimble: under this arrangement the sail, when necessity arises, can be but half clewed up, for the clew can only be brought chock up to the block upon the yard, consequently the belly of the topsail is left flying about, and very often becoming inflated with a puff of wind as the sail is being hauled down, causes it to blow over the peak halliards or away to leeward. A sail when clewed up should be done so in such a manner as to spill all the wind out of the sail, thus precluding the possibility of its overpowering the hands on deck: to do this effectually the block should be lashed to the lower end of the topsail yard, and not at the slings as is usual, the standing part of the clew line should be made fast at the same place, but should lead on the opposite side of the sail; then it should be rove through the clew thimble and back down through the block: by this arrangement when it becomes requisite to clew up the sail, the clew-line braces all the canvas taut up to the yard, and leading through the block at the end of the yard, the strain upon it tends to bring the latter up and down with the mast, and much facilitates the getting of the sail down upon deck. I have never seen a jack yard used with a jib-headed gaff-topsail, but it is not quite clear to me that it might not be with advantage.

As some yachtsman, not deeply versed in racing lore, may not be aware of what a jack yard and its uses are, I may be permitted to offer them an explanation: some vessels that carry short main-gaffs, and vessels with high peaked mainsails especially, cannot get sufficient width to the foot of their gaff-topsails; to remedy this the topsail is cut much wider at the clew than the gaff will set it. A short yard, called a jack yard, is laced to about a third, or more if requisite, of the foot of the sail, the topsail sheet is bent to the middle of this yard, and when the sail is set it projects with the yard much beyond the gaff end. As I have stated I do not see why a jack yard could not be used as effectually with a jib-headed topsail as

with any other, if the additional canvas should be considered requisite.

The next topsail will be No. 2, or the ordinary working gaff-top-sail: if this be cut with a high peak, a light yard can be used; the tripping lines I have alluded to should both be fitted to this yard and sail; I think it would be found of very great utility if the bolt rope upon the heads and luffs of gaff-topsails cut with a high peak was put on of a larger size than it is at present; my reasons for so thinking are, that in those sails the great strain in setting them properly comes upon the head and the luff; if the bolt rope of the head were made stronger, when it came to be stretched along the yard and then seized to it with knittles, I think it would strengthen the yard considerably; and carrying this strength in greater proportion down to the luff-rope, there would not be so much likelihood of wrenching the tack of the sail out of shape, and the yard would be held more firmly at its proper angle by the topsail tack pennant and tackle; as it is, accordingly as the sail becomes stretched along the head, and the bolt rope yields, the knittles or lacing become slack, and the whole weight of the sail is thrown upon the yard; and if the luff rope stretches also, the foot and tack of the sail become wrenched out of form, and the whole sail more or less injured after a few races or cruises; but with the head and luff rope of a greater proportional strength than they are at present applied, and well stretched before being sewed upon the sail, it will be found to preserve its shape and to set better, and as the head of a sail with a high peak will form but a very small angle in a right line with the luff, by stretching the head well along the yard, and seizing it firmly by lacing or knittles, the head and luff when well hove taut by the tack tackle will strengthen the yard, take slack canvas out, preserve its shape, and the sail will set as flat as a board.

The third topsail in order will be No. 1, or the large working topsail, which will be generally used in fair upright weather; and the observations I have made relative to the two previous sails will generally apply to it; the yard for this sail will be longer than that for No. 2, and here the hard wood batten will come into operation; the yard itself should be a clean grown close grained piece of timber, and entirely free from knots, at least of any magnitude, for wherever there are large knots there the yard will be safe to go.

The fourth topsail is not generally designated by number, but is known as the "balloon" or large racing topsail; the yard of this

topsail is generally a swingeing stick, of large diameter in the slings, and consequently involving a proportional weight of timber; this spar may however be considerably lightened by the proper application of a hard wood batten, large about the slings and tapering away to nothing at the ends; instead of having this batten nailed upon the yard, which mode of fastening weakens both it and the spar, it is much better to have it seized on with round seizings, hove well taut with a serving mallet or marlinspike. Of late years nearly all the balloon topsails are fitted with a jack yard at the clew, running well in on the foot of the sail; the yard and tack tripping-lines will be found particularly useful when fitted to a topsail of this description, not however for the same purpose as they are fitted to the other topsails, namely for working it when close hauled: the balloon topsail is generally used for running off the wind, with the wind quartering, or abeam; but a balloon topsail should never be carried with the wind before the beam; a point or two before the beam may be admissable sometimes, but not one in ten such topsails will stand when a vessel is close hauled; and even if one does, it alters the trim and position of the centre of effort of the sails so much as to cause the necessity of applying a strong weather helm to the vessel, that is if the four ordinary working sails are properly proportioned, and their common centre of effort rightly determined; for the great extra quantity of sail spread and carried further aft by the jack yard, brings the centre of effort of this sail so much further aft as to cause the balance of canvas to be seriously disturbed, and a vessel cannot be sailing at her best when the helm is right across her deck: these two points must therefore be held in remembrance amongst cutter sailors; first, that a balloon topsail can rarely be got to stand flat upon a wind; and secondly, that if it does, the balance of canvas with respect to the centre of vertical longitudinal resistance is destroyed, the pressure aft being so much greater as to require a strong weather helm to counteract it; and although a vessel may to all appearance be moving fast through the water, it is but a struggle between the canvas and the rudder to keep her on her course.

I make these observations from close personal observation; that there may be exceptions I have no doubt, but as a general rule I never saw a vessel perform so well under a balloon topsail when close hauled, as with a jib-head or small working topsail. I have seen a balloon jib carried at the same time, and it might be supposed that

this would restore the balance of sail ; but almost invariably I have observed that balloon sails carried on a wind entailed defeat, and and oftentimes at the most critical period of a match when a little prudent foresight and smart handling would have insured success.

The use of the tripping-lines fitted to a balloon topsail will be found in getting the tack to windward when it becomes necessary to gybe the boom over in running ; the tack to windward prevents the whole strain and weight of the sail and yard being thrown upon the topmast ; any yachtsman who has observed the way in which a topmast will buckle and bend forward when the tack is to leeward of the mainsail will readily understand this, and if a sail is permitted thus to belly out and drag the topmast over a vessel's bows, she will then bury by the head, even though the topmast be steadied by a backstay ; but with the tack kept always to windward the centre of effort of the sail is kept in its proper place, and acting more in unison with the mainsail ; another principal advantage is that when running down upon a flag-boat round which it is necessary to brace sharp up upon a wind, or that the wind becomes too heavy to admit of carrying the topsail any longer, it becomes necessary to get it down smartly ; very often it must be carried to the last moment in order to clear a ruck of vessels, and a mistake in handling it might throw away a vessel's chance. To get a topsail of such dimensions as are now carried, down to leeward could not be attempted ; and therefore, if the tack be to leeward it must be got to windward ; this can be done instantaneously by the tripping-lines, and once over down comes the topsail at any time without trouble : smart hands I need hardly say can accomplish this without the aid of tripping-lines, but they will much ensure and aid the smartness of the manoeuvre.

The last item of the spars I shall allude to is the cross-trees ; in the fitting of cross-trees, although apparently very simple, there are some points requiring particular attention : in the first place the timber of which a cross-tree is composed must be picked for its toughness, and a certain amount of elasticity ; it should in length nearly equal the beam of the vessel, for a good spread to the topmast rigging is most essential ; the topmast shrouds should be led down, and the shroud tackle bolts placed in the channels, so that the strain of the shrouds may come exactly fair with the centre of the topmast ; the cross-tree should exactly correspond at the ends with this strain : and it is often necessary to have it of a considerable

horizontal curvature to attain this; but if this point is not attended to strictly, the first undue strain that may happen to be put upon the cross-tree by the topmast, and that strain, if it takes effect at an angle with the tree, either before or abaft, it will assuredly wrench and carry it away, and once it goes, nothing but a sharp application of the tiller will save the topmast.

In addition to the correspondence of the ends with the strain of the rigging it is of the last importance that the cross-tree should be fitted in the lower cap, outside of the forestay, so that it can be easily removed and got down upon deck: in heavy weather when the topmast is got upon deck, everything connected with it, save the rigging, should be got down too; and the weight of a cross-tree, though it looks small when aloft, yet considerably relieves a vessel when taken down: it is not immediately the substantive weight, although that is very often of no inconsiderable amount, as the action of the wind upon it, for everything that the wind catches, and which is of no use in propelling the vessel, becomes an injury to her, and nothing can be more hurtful than useless and unnecessary weight about the masthead.

The fitting of the topmast rigging into the scores at the cross-tree ends requires attention; the outer shroud is fitted into score cut into the end of the tree to receive it, and it should be kept in its place by a galvanized iron pin attached to the tree by a small lanyard; the inner shroud fits in a cleat rivetted on the after side of the tree, and these cleats may with advantage be made of galvanized iron with the throat rounded like a thimble, and presenting a good broad surface, so that the shrouds, whether of hemp or wire, may rest firmly against them, and not have too short or narrow a nip upon them, as should this be the case the shrouds will have a tendency to strain and snap at these points; these cleats should also have galvanized pins to prevent the shrouds flying out of them on the lee side; and the scores should present an even easy surface for the rope to work and render upon, so as to prevent chafing, and facilitate the housing of the topmast.

Lastly, I would call attention to the great advantage accruing from having the topmast fitted with a traveller, or using a parral when setting topsails: it keeps the yards close to the mast, takes much unnecessary strain off the topsail tye, and prevents the yard and sail flying away to leeward, when it may be requisite to strike them suddenly.

SKETCHES OF NAVAL LIFE.*

BY AN OLD SALT.

CHAPTER XVI.

WE had now got the good ship before the wind, and the main-topsail sheeted home, and away we flew before the gale like a frightened hare before the hounds. The power of the wind was terrific, every fresh gust seemed as if sent on its own particular mission of vengeance against the poor maintopsail, which, strained to its utmost tension, looked every instant about to be torn to shreds. But worst of all, in bearing up S.E. before the N.W. gale, we had brought the heavy S.W. sea on our star-board beam, and every now and then it struck us just before the chestree, till the ship trembled like a leaf, and the fast running waves washed over her like a sluice.

She was, too, always rather quick to her helm when running in strong weather, and wanted as much watching as a monkey in a china shop ; but now, with the cross-beam sea on, and the N.W. gale increasing to a hurricane, she was beyond control, even with the best helmsmen in her at the wheel ; and, oh ! lamentable event and hour ! about six o'clock a heavy sea took her just about midships, towering in angry foam half way up her main rigging, and then, bursting on deck, swept away boats and booms as if they were feathers or thistle-down, forced the frigate broad-side on to the gale, just lifted the weather leech of the main-topsail, and then, yielding reluctantly to her hard up weather helm, she slowly paid off, and the wind suddenly filling the main-topsail, with irresistible force, with the report of a dozen cannon it carried away the weather sheet and burst from clue to earing. Well was it that the nautical forethought of our experienced captain had caused every one on deck to secure himself well fast, and that his eagle eye saw the danger before its terrific weight struck the ship, or many a man would have gone overboard in the heart of that cruel wave, and, as it was, the lee main-rigging alone arrested some five or six, who were torn from their hold and dashed against its inner side like wet rags, falling breathless on deck, to be tossed here and there by the mass of water rushing about the suppers. I think I still hear his fearful cry, as in that distinct and powerful voice, gained by the constant utterance of loud command, he shouted out, " Hold on, men, for dear life—hard up with the helm—stand by ! "

The strong ship reeled, and staggered like a drunken man, to the

* Continued from p. 549, vol. x.

blow of that huge wave, then once more she rose, but her way through the sea was deadened by the sheer weight of water on her decks, and then, amidst all that chaos of broken spars, and crushed boats, and torn sails, shone forth our bold captain's presence of mind. Trumpet in hand, his clear stern voice recalled each man's terrified mind to its true tone, as he shouted out, "Away aloft, my lads, and furl that main-topsail; never mind your booms, furl over all, man well your clewlines and buntlines, steady with that helm, watch her when she sheers to starboard:—hurra, my dear fellows, and let's round her to, or she'll drown us!"

Wonderful is the magic power of discipline. Bruised and crushed men—men half choked and blind with sea water—men terrified by the rush of broken spars and fragments of boats, hurled by the rushing sea about the decks, all, all alike woke up to an instant resumption of their faculties, and with sea and wind struggling as if for fierce mastery over their lives, they rushed up the main rigging as one man. But what is that amidst a crowd of dark and struggling tars? Half way up the rigging there appears a white and fleeting form; it seems winged by the very elements—it passes our best and nimblest topmen—it gains the fudjack shrouds—its left hand grasps the topmast rigging—it gains the top; "Ha! look, look, good God, it reels!—its hold is gone!—oh, heavens! it falls, strikes the main rigging within ten feet of the deck, and bounds like a ball of snow into the seething and angry deep! and as it rises to the surface, high o'er the frigate's quarter on the crest of a fast-rushing sea, it raises high one hand aloft, waves it in a noble, daring, mute farewell, and is for ever lost to the straining agonised eyes of our bewildered crew! Then a cry from a hundred men arises high above the elemental war, and "Williams! Williams!" is borne upon the blast, life's only requiem to the dying tar, perishing, as he lived; a noble type of that true-hearted British seaman, who can die as bravely for his country's good as he will ever live to be her honour and safeguard, and who rushed from the sick bay weakened as he was, and in only shirt and drawers, when the word "Furl *main-topsail*" was passed along the decks.

Oh! I never can forget that bitter day, as, clinging to our main rigging, I saw the hungry wave bearing on its rushing crest my kind and dearly loved friend. I saw him wave his hand; I saw our captain rush aft and spring on the hammock nettings, and saw his hat torn from his head, and waved frantically towards his best and drowning seaman, that no human aid could save. I saw him strain his vision for one more look in vain, and then I saw him sink on deck, and stoop with pain, like one struck a mortal blow. The first lieutenant ran to him, for he staggered; he touched his arm; the captain turned on him a look of agony,

and tried to speak—he could not; he moved his hands in a childish way, as if imploring something. Mr. H— put his ear close to him, and caught some broken words, and then, seizing a trumpet, he shouted out to our paralyzed crew, still clinging to the main rigging—"Lie down all hands, every one of you lie down—on deck all of you!"

The captain was still leaning heavily against the bulwarks, in overpowering distress of mind. I scrambled down on deck. Not two minutes had passed since poor Williams fell overboard, and turning aft I saw our captain spring from the side, seize the trumpet in Mr. H—'s hand, and roar through it in a voice of thunder—"Draw the yards forward!—ease down your helm!—let her come to! Down with that helm, I say! Hold on fore and aft!" Fearful was that order, and perilous that measure. The good ship was tearing through the water like some lost spirit fleeing in vain from a host of demons on her track, and at her utmost speed she was rounded to in face of a whole hurricane of wind, and fearful sea, to be overwhelmed by the first furious wave that met her bow before her headlong way was checked. The very breathing of 400 gallant men was checked, as in obedience to her helm, she flew up into the wind; she heels to leeward till her yardarms are buried in the sea—she rights, and sallies over in a fearful weather-roll; high o'er her weather bow looms a mountain of angry water; they meet—you feel the blow like an earthquake's shock, and all is lost to sight in the rush of that huge sea over our devoted ship. You think of God, your home, your life, your death! Another moment, and the weight of water has passed away, and yet your gallant vessel floats; the next sea comes, she lifts above it like a swan, and, yielding to its force, rests safely from her struggle in the bosom it has left. Once more the order is given,—"away aloft," and gather in the shreds of the main-topsail, up tarpaulings in main and mizen rigging, secure all that's adrift on deck—and breathe.

Thus perished as fine and able a seaman as ever walked a deck; he was indeed the very *beau ideal* of a true British sailor—tall and strongly built, with that firm and easy carriage denoting the gallant heart and kindly feeling; happy in doing good and despising all evil, he was thoroughly esteemed by all hands, and truly beloved by many. His death, its cause—and such a death, too, left an overpowering melancholy impression throughout the ship. Not only among the foremast-men, but officers and captain alike felt the despondent influence of this most painful event; and, as the wind howled through the rigging and the seas rushed across the frigate's decks, each man again saw the ideal image of poor Williams, struggling on the crest of his watery shroud. What

a night that was! the fearful noise of wind and sea, straining masts, and plunging ship, the utter darkness, the shocks as some sea stronger than another struck her, till she trembled fore and aft, the anxious looks of men who, until then, had known no fear, the weary hours of sleepless suspense till daylight dawned; and then, as if day refused to open its portals of light on so wild a scene of fierce elemental strife, what a sight was there to look on! our lately ship-shape and splendid vessel despoiled of all her fair appearance, with boats, and booms, and bulwarks gone, labouring, now on the breast, now on the hollow of every gigantic wave, "like some strong swimmer in his agony;" and then the sea, wild with fury, and tossing high its foam-topped crests, to rush in angry mountains past our "poor devoted barque." But then to see her like "a thing of life," lifting over all, yielding yet unsubdued, struck and torn but not dissevered, it was a fearsome but gallant sight to see!

Till noon that day, nor wind nor sea abated in their force, but after that came on a lull, then another angry gust, the fierce wind's dying breath, and when a death-like silence crept abroad, broken alone by the dash of troubled waters. Now was the greatest danger; the heavy weather roll was all unchecked by force of wind, and, as the ship, unsteadied by its power, rolled till every mast bent like a willow wand, each moment seemed to doom her still to a lone and watery tomb. Misfortunes seemed to be our fate. One of our midship guns on the main deck broke adrift; opposite to it, in midships, was the captain's sheep pen: fast and furious it rushed through this, smashing it to atoms, and mangling each poor sheep within its headlong course. "All hands secure gun!" was the cry, but easier said than done; the power of man was but as binding a giant with a spider's web, and as every fearful roll the frigate gave, carried it in furious speed from side to side, each blow seemed strong enough to smash the ship to pieces. "Hammocks, hammocks!" was the word, and with these thrown across its gathering way, its speed was checked at least, and it dragged captive into durance strong. But in the very centre of its wild career, our captain had ordered three or four men about him to arrest its course with naked hands; they shrank from the futile attempt; he alone seized hold, and was hurled, bruised and savage, into the lee scuppers for his pains. He struggled up in fury, and when at last the gun was stopped and made secure, he, there and then, had these poor fellows lashed to it and flogged. Dead and mangled sheep and broken pen were then disposed of as well as circumstances permitted, and the captain retired to his cabin, at war with himself and everybody else. At four p.m., an extra glass of grog was duly mixed, and all hands piped to drink it. Not a

soul obeyed the call. The word was once more passed, and "grog, ahoy," re-echoed through the ship. "You may call spirits from the vasty deep, but will they come when you do call?" and now an outraged crew were called in vain to drink *their* spirits. Poisoned with the wanton cruelty inflicted on their shipmates, the grog remained untouched. Our first lieutenant seemed to doubt his own identity, the gale, the staggering ship and rushing seas were lost to his perceptions, and nothing but the insulted grog tub fixed his gaze. He gave one wild look at Jack Ketch, who stood by it, and then muttering "Mutiny by Heavens!" rushed below to the captain's cabin, to report to that violent, unhappy man, the result of his wanton cruelty to three good and willing men, punished for inability to enact impossibilities.

In half a minute the first lieutenant re-appeared on deck and gave the following orders:—"Master-at-arms, start that grog into the lee scuppers! Boatswain, turn the hands up—make sail!" Away went the grog overboard, and along went the boatswain and his mates, whistles in mouth, shouting down each hatchway, "All hands make sail, ahoy!" Not a man obeyed the order; silent, dogged, resolute mutiny was the order of the day; and as the boatswain was again about to repeat his call, the first lieutenant stopped him, and, ordering the officers on deck, he again went down to the captain. Things had now come to a fearful pass, out of which nothing but determined *quiet* resolution could extricate us, and that to be enacted by one man only, and he the very person who had provoked the defiance of orders. Up came the first lieutenant again, saying to the group of officers on the quarter-deck, "Gentlemen, arm yourselves and return on deck. Gunner stand by your magazine door and blow the first man's brains out that approaches you after warning: Boatswain, do the same by your store room; and, youngster, (turning to me,) go you to the captain's cabin, he wants you." Down I went and found our commander busy loading his pistols; there were two pairs—he loaded them both, put on his cocked hat, sword, and belt, stuck two pistols in his sword belt on the left side, and ordered me to put the other two in my own dirk belt, saying, "Young gentleman, this ship's in a state of mutiny; it is my intention to blow out the first man's brains who refuses to go on deck when I order him; if I require your pistols, give them to me, but do not use them yourself, and take particular notice of whatever passes respecting myself!" He then went on deck, bowing to the officers, and saying to the first lieutenant, "Mr. H—, you will remain here with the rest of the officers till my return; If I do not do so, you will take charge of this ship!" He then walked very deliberately forward to the fore hatchway; I close at his heels, more

dead than alive. He then descended the ladder quickly, and stood face to face on the main deck with 400 mutineers. In the twinkling of an eye one of his pistols was at the ear of the man next him, and the words "Go on deck!" clearly and firmly spoken to him. The man paused; the pistol gave its ominous click as it came on full cock: away flew the man to the upper deck like a lamp-lighter. The captain restored the pistol to half-cock, and then to his belt, and, turning quietly to the hesitating crew, said, just in his usual way, "Now, my lads, go on deck and make sail, and *then*, if you've anything to complain of, come to me properly, and I'll try to set it right for you!" Away went every man Jack of them, and never were rent sails unbent and good ones put up in lieu of them in a more ship-shape or active manner.

It was certainly a very nervous affair altogether, and the least of either flinching or bullying on our captain's part would have produced a fearful crisis. But he was a strange compound of violence and control, passion and principle; and Jack could not help liking him, with all his faults, for he was a perfect seaman grafted on high bearing, and a *real* gentleman, which, as duly interpreted by Jack, means liberal and brave. Well, the sail was set, and all made snug below and aloft; and, as soon as this was effected and reported, the hands were ordered aft, and the captain, in the very coolest way possible, commenced his address to them thus: "Well, my men, I would feel greatly obliged by your explaining which of you is to be captain in my place, and I dare say my first lieutenant would be glad to know who is to fill his shoes, as, if it is your intention to take command of this ship, you had better do it in an open and manly way, and not stay skulking between decks when duty has to be done—now, then, who's for my berth?" Silent, all! "Well, thank you, I presume I may be allowed to retain it! The next matter is, what, under Heaven, possessed you all to risk a trial by court-martial for mutiny, and (what, perhaps, you did not contemplate) murder? for, until you had disposed of me by violence, you could not hope to disobey my orders with impunity; so, now, out with this grievance whatever it may be, and let me judge what to do with it!

Poor fellows, how the daily habit of implicit obedience made these fine men fear to speak openly and to the point; no one liked to step forward as spokesman; so the captain took up the word for them himself, and said—"Well, my good fellows, I'll speak for you, and, if I am right, hold up your hands in token that I am so. I believe you to be all angry and unjustifiably disobedient because I flogged those three men who would not attempt to stop that gun with naked hands; is this so?" Up went the hands of all the crew. "Very well; now, my lads,

first of all I'll prove you to be wrong, and, if I do so, hold up your hands again. That gun was endangering the sides of the ship; and I ordered those near me to *attempt* to stop it; they would not; *I did*, and got nearly killed for my pains, because I was unaided; had two dozen strong and determined men assisted me, the gun would have been stopped; who did his duty—I or they! if I did, hold up your hands!" Up went all hands again. "Very well, thank you; now, then, I am free to confess I greatly regret having flogged these men; and I beg them to fully understand this fact, and to forget it as the act of a man who may sometimes lose his temper, but who never has lost sight of the comfort and welfare of his crew! And recollect this one fact in my future dealings with you, as I never mean to ask any man to do what I dare not do myself; so long as that order is for the good of the service, so shall I fully insist and rely on that order being instantly and implicitly obeyed to the best ability of the person commanded to do it. That's all I have to say; are we good friends again eh?" Three cheers were the reply; grog was served out *and drunk on the premises*, and not by Old Ocean, and peace and happiness restored to our worn-out, jaded, and irritated crew.

The next day we had less sea on, finer weather, more cheerful doings, and more smiling faces. I was sent for in the afternoon by the captain; he desired me to find out quietly the history of the three men he flogged, where they hailed from, what families they had, whether they were married or single, and so on, all which I duly acquired and communicated, and, in due course of time, I know he did each of them a good turn. And now, let me ask, *did* the good turn, *however good*, efface the smart of the lash? did the kind word spoken, whenever opportunity served, cover the marks of its disgrace, engraven on the back in lacerated stripes? and did the acknowledgment of regret, even from *him*, erase from memory the feelings of shame and disgrace haunting these victims to their dying day? No, never. In five cases out of ten, flogging the bad man makes him worse; in *all* cases, flogging the good man makes either a bad or broken-hearted man of him. How often I have seen this done I am afraid to state. How many captains of men-of-war, merchant captains, and owners look upon Jack as a sort of nautical cab horse, and treat him precisely as the cabman told Mr. Pickwick he did his horse—"But when he is in it (ship or cab as the case may be) we bears him up werry tight, and takes him in werry short, and so he *must* go, he can't help it!" The high minded aristocratic naval commander too often insists upon the fact that the poor rough span sailor is void of all moral compunctions, ashamed only of detection, and not of vice; sen-

sible only of physical pain, not mental degradation; and, in short, that he belongs to the same genus as respects himself, pretty much as the chimpanzee does to the human species generally. It would be well to remember that where little is given, but little can, and ought to be expected; and that it is fully as possible to flog a good character *out* of a man, as a bad one *into* him. In short, a man's antecedent conduct, often more than his present fault, ought to be fully weighed before he is ever subjected to the lash.

However, to revert to more amusing, if not (to me) pleasing, topics : *boy* Bob had all this time managed to escape detection in the most wondrous way conceivable, especially when it is recollected he had to go through the daily ordeal of coming in close propinquity with our Argus-eyed first lieutenant ; but it so happened that what with gales of wind, my broken head, poor Bill William's death, and our incipient mutiny, he'd been too fully occupied to notice what size, shape, colour, or class, *boy* Bob belonged to. Now, however, that there was a sort of elemental and nautical lull, things which the fury of the gale had shaken out of their places were restored to them, and in short everything but our first lieutenant's temper was ameliorated, but that had gone to the bad in a very inverse ratio indeed; for what with ordering repairs, refittings, renewing broken spars and gear of all kinds, with a crew who had so lately shown they had a *raw*, which, when touched too roughly, caused them to kick against the whip, he was certainly in a most abominable cross frame of mind ; and it so happened that a sextant of his had shared the general fate of most other things on board during the gale ; fetched way out of its becket, burst open its case, and was taking a floor lark of its own about his berth for an hour or two, until *boy* Bob picked it up, and finding part of it strained, in trying to straighten it, it broke, and *boy* Bob, being afraid to say anything about it, rammed it in its case, stuck it up in its becket again as if nothing had happened and trusted to Providence.

Now the day but one after the gale, the sun made a sort of coy attempt at showing face at seven bells, that is half-past eleven o'clock ; and as we very much wanted to know our latitude, every sextant and quadrant was ordered up to catch a glimpse of him, as he slipped in and out between the clouds. Away goes the first lieutenant down below for his sextant, finds it hanging up *all right*, takes out of his locker a clean pocket-handkerchief, to wipe the lenses, opens the case, and—"Did you ever!" There lay the poor mutilated sextant, green with verdigrise, all banded and battered and broken, till the only *observation* it could then elicit was a string of the most incoherent oaths,

terminating in a peremptory order to the steward to "Send that whelp, *boy* Bob, here!" The steward found the *boy*, told him quietly his master wanted him, and then himself strolled forward to speak to the cook about dinner. This left the first lieutenant and *boy* Bob alone below, the very purser and marine officer having left off chess to get a peep at old Sol once more.

Now, it seems, no sooner had *boy* Bob entered the berth than the first lieutenant, livid with passion, fastened the door, and, seizing him by the throat, held him fast with one hand, whilst with the other he grasped the mutilated sextant, and holding it on high, asked if he, *boy* Bob, had done *that*? What *boy* Bob replied, neither he nor any other person can tell; what happened was as follows:—The first lieutenant dropped the sextant, and throwing *boy* Bob down on the locker, hit him one or two violent blows on the chest and ribs; one shrill cry alone escaped his victim, and then, instead of struggling to escape the shower of blows bestowed on him, he lay supine and senseless under the infliction. The first lieutenant paused, looked on the *lad's* deathlike face, called on him, shook him, raised him, tore off his neckerchief, ripped open his shirt to give him air; and then—Lo! he had been half-killing a *woman*! Transfixed by wonder, fear, and sorrow, he nearly became as senseless as the poor creature before him. He, however, rallied first, as he told me, and, seizing his water jug, dashed its contents in her face, on which she gasped for breath, struggled, and tottered to her feet, and, throwing herself into his arms, called out in pitiful accents, "Oh! dunnut beat me, dunnut beat me, I'm only a woman, a poor helpless woman; oh, say you'll leave off a wopping of me, and I'll do anything for you!" How they settled matters is best known to themselves. The first lieutenant certainly got no sight of the sun that day; he ordered and got a pint of wine and a cracker, and took them into his berth, and shortly after came out, locking the door after him, and imprisoning *boy* Bob in the berth. Jem Bentley asked me, after the men's dinner was over, "If I'd a seed anything of *hur*?" meaning *Bob*, but I had not, and said so, when he told me she hadn't been to dinner with the mess; so, as I saw the first lieutenant standing aft in a sort of brown study, and as I had to speak to him about some rounding for the main truss, I went up to him, and touching my cap, said, "Please, Sir, is *boy* Bob in your berth?" His reply was not *very* civil, being, "Are you aware?—I wish you were d—d and dipped in oil; and hark ye, be silent, and in my berth yourself at 7 p-m., or I'll cause you to be kicked out of the service like a hound off a race course!"

CRUISE OF THE DREAM.

[Extract from a work called the *Sea Drift*, by Vice-Admiral Robinson, being the second voyage he made in search of a Treasure Trove, from information given by a foreigner named Christian Cruise, who stated "that on an uninhabited island fifty leagues to the southward of Madeira, the crew of a Spanish vessel buried an immense amount of dollars, murdered their captain and then buried him above the booty, intending to return at some future time, and appropriate it to themselves, but were all lost except himself." Admiral Robinson's first search was under orders from government; and it not being successful they abandoned it, thus leaving the Admiral or any other party at liberty to go in quest of it, and about forty years after the first search, George Bentinck, Esq., M.P., accompanied by Colonel Murray, and Admiral Robinson, started in 1856, in the *Dream*, schooner yacht; the result of which is narrated in the following pages.—ED. H. Y. M.]

July 14th we weighed anchor at daylight, and turned through the Needles with the ebb tide, when we got out the wind freshened, with rain, and, after making good way to the westward, we all agreed that it would be wise to secure a shelter under Portland breakwater, for the night, and this was accordingly done, and we anchored at 11 o'clock.

The *Dream* is an admirable craft, has comfort, stability, stowage and reasonable speed, and certainly her proprietor handles her admirably.

Our breakfast the first day consisted of broiled fish, ditto kidneys, a noble cold round of beef, tea, coffee, toast, cream, hot bread, shrimps, and marmalade; for dinner we had soup, brill, a plat beyond my culinary knowledge, which appeared to be concocted of sweet breads and green peas, a small roast neck of mutton and a currant tart; the wines were claret and sherry, brandy and water for those who approved and XX. I have gone through this bill of fare once for all to indicate the living on board the *Dream*; and as Thackeray in his 'Morbidity', describes *pour une fois* the peculiarities, and her objection to the letter H., of Madame La Princess, nee Higgs, of Manchester, and afterwards gives her observations in the ordinary vernacular, so I shall pretermit for the future the particular items of our dinners, and merely advert to the fact that we dined. Having weighed in the morning, we had a beautiful beat along the coasts of Dorset and Devonshire, seeing all the nice little watering places—Dawlish, Exmouth, Teignmouth, Overton, Torquay, &c. As we stood close in to each of them, making our way to the westward, pretty solitary billing and cooing retirements, but none of them much to my fancy. After we passed the Berry-head it came on thick and dirty-looking, and it was agreed by our triumvirate (who had each his voice in the direction of affairs) that the inside of Torbay

would be preferable to the outside on such a night, and we anchored accordingly off the light of Brixham.

Weighed in the morning the little Dream ; as we beat along down channel, passing a variety of vessels engaged in like manner, as if they were deep laden colliers. Both at Portland and Torbay we were boarded by the Coast Guard, to whom I gave notes to my wife. I hope these guardians of our revenue may put my valedictory missives into the post office, and not (as I somewhat apprehend) light their pipes with *mes adieux*.

The sea, yesterday, and to-day, had the beautiful bright green and fresh hazy appearance which is amongst *les delices* of tropical sailing ; but now, at four o'clock, it has come on to blow fresh, and the sea assumes that muddy look which belongs to the home portion of the waves over which Britannia rules. Blowing hard, we think it well to seek shelter in Falmouth for the night. We anchored here at eight o'clock, and found the harbour very crowded. Colonel Murray and Mr. Bentinck have heavy colds. I am, thank God, well, though my stomach has been all day sensible of the roughness of the sea. We had a long talk over our projects and prospects of success.

The law of treasure-trove, as far as we could learn, is governed in Portugal, as it was heretofore in England, by the Institutes of Civil Law, which give all to the finder ; and the same law appears to bar the right of the owner (who makes no search) by the lapse of twenty years, a period long since expired. We therefore agreed not to call at Lisbon or Madeira, or employ the introductions which Lord Howard and our popular countrywoman, Madame Barrot (wife to the French Minister at Brussels) had kindly furnished us to these places, but to make straight for the Salvages. The ownership of these interesting islets we cannot clearly establish. The 'Brussels Geographical Gazateer' gives them to Spain, and ours to Portugal. I suspect they belong to neither country, occupation, according to the law of Nations conferring possession ; and do not believe that any occupancy has been exercised here, and if so, we have as much right to them as Christopher Columbus had to the "Queen's Garden," or Alexander Selkirk to Juan Fernandez.

We agreed to the mode of search with the instruments which Colonel Murray and I had procured, and though we touched upon our subsequent proceedings, we deferred a good deal in this matter to the advice of Mrs. Glasse, "first catch your hare." It was curious enough that in leaving Ireland, where I had left my papers and other articles, I threw into a trunk, almost at random, all the official letters and copies of proceedings relative to this affair. The chance of my having pre-

served these papers at all for thirty years, and their turning up at the right moment, appeared like a favourable augury. If I do as well in my desert island as my namesake—"of York, Mariner"—did in his, I need not complain; and it is droll enough that my patronymic and that of my former guide—Cruize, or Kruitzer, or Crusoe, *sic. orig.*—should produce the auspicious combination of Robinson Crusoe.

The wind has just set in fresh from the northward, and we propose starting in the morning, and may, I hope, have a good run out of the Channel. The boat goes at daylight with our letters, and for fresh fish and milk, and then "Southward, ho!"

The Dream is, as I have already said, a beautiful reality, and Mr. Bentinck handles her as if he had been brought up in a petter boat; the chief mate is a tough old sailor, who seems to think his craft can do anything but speak—like the monkeys at Gibraltar, whom they say can if they liked; the second mate and crew seem attentive well-conducted men. The chef is an artist of considerable merit, and the two cabin servants very civil and effective.

July 17.—Sailed from Falmouth at 11h. a.m. yesterday, blowing fresh from N.N.W.; stood to the S.W. across a heavy broken—what Mr. Lillyvick would call *toomultoous*—sea, and this morning we are abreast of Ushant, about twelve leagues distant. I had gone to bed early, and being good for only a certain number of hours sleep, I was up betimes. Nearly calm; a line of battle ship, *armee en flute*, in sight; I think the Belleisle with troops. They must be wonderfully indifferent as to news, not to either speak or send a boat to us to learn whether the old Ocean Queen were still above water, or at war, or in peace; but that was their look out; and we separated after hoisting our respective ensigns, the Dream first, and the ship of war acknowledging the *beau salut*. And now that we are fairly upon "the dark blue sea"—I don't know why they call it "blue," except that it is green—I purpose daily at noon writing up my log with such materials as our cruise shall afford. I remember complaining to a dear friend long, long ago, that I had nothing to write about, who replied, "Write everything that happens to you; when you go on deck, and when you go below, what you have for dinner, what are the names of your ship's company, &c. I did so accordingly, and must again, for the edification of those who are interested in hearing about me.

Noon, latitude 48° 43' N., long. 64° 18' W., Great Salvage S.S.W., 1440 miles. It is not usual to take so long a shot in the way of bearing and distance, and, moreover this would slice off Cape Finisterre; but I do it in order to afford a rough view of our ultimate destination. The

soundings at noon, 66 fathoms, mealy sand. They were taken with Ogden's patent machine, an admirable contrivance; a tube of glass 20 inches long, graduated like an apothecary's measure, with a hole at the top which admits the water; the water rises by hydraulic pressure, according as the instrument descends. The tube is enclosed in an iron case, with a small spiral spring at the bottom of the case to prevent the glass tube being broken by the concussion against the ground. A little concavity at the bottom of the iron case receives the arming as in a common lead, and the depth is read off on the index marked along the glass tube.

The wind drew into the southward, with rain and a heavy sea. The glass, aneroid, symposometer, and such rheumatic twinges as any of us are addicted to, all indicate bad weather. Made snug for the night, and stood to the westward; as we could make no southing, it was well to put in a little difference of longitude. Weather thick and disagreeable, and although the moon was near her full, she was so low and feeble from her southern declination as scarcely to be worth "two men and a small boy," which the collier master says is her value turning down Swin. I remained on deck, up and down till three o'clock, not that I could be of any use, but it was always my habit of old when near the land or in the way of being run into. There were all seamanlike precautions used here—a good look-out, an instantaneous detonating blue light in the binnacle, and a powerful reflecting lanthorn lighted in a tub on deck, to be held up if necessary, as well as a formidable blunderbuss, crammed full of powder, under the companion. However, from old habit, I kept on my clothes till daybreak. One feels so helpless without clothes, "naked" means in nubibus, but it means a great deal more.

I am struck with the perfect recollection I retain of former days, and whatever little nautical knowledge I ever possessed is as fresh in my memory as Rip Van Winkles' skill in squirrel hunting was present to him at his reveil in the Katschill Mountains.

Friday, noon 18th.—Latitude $48^{\circ} 42' N.$, long. $7^{\circ} 50' 42''$ West. Cape Finisterre, S.b.W. 340 miles.

A fine fresh breeze at N.W.; not a cloud in the heavens, and the sea like another sky from its reflection, "deeply, beautifully, blue"—it would be green, as I have already said, if the truth were told. My stomach is at length all right. I had been dealing with a little mullagatawny soup and mouthfuls of picked morsels, but to-day I "seriously incline" to the cold round of beef, of which, mention has been already made in our first days *carte*. My companions are well again, and very good company both are, greatly addicted to naval matters, and Bentinck is

not only full of nautical knowledge, but of nautical narratives, having a large amount of such.

The night was fine and warm, and now after breakfast, we are stealing along

"So fair and softly, John he cried."

But I hope the walk will "become a gallop soon," as we have shoals of young porpoises gambling about the Dream, as if to examine what manner of fish she is, and then directing their course S.W. Sailors believe queer things of these rapid monsters; that they swim round the earth in three days and a half, and besides these circumnavigating propensities, that they go to a certain myth, ("The Clerk of the Weather Office"), and ask for any particular wind they fancy, and the direction they swim in denotes the point from whence you may expect the breeze.

July 19th, noon.—Latitude $47^{\circ} 25'$, long. $8^{\circ} 50'$; Cape Finisterre, S.W., 280 miles.

The porpoises knocked at the right door, and brought us a fine wind, from the point they went to, blowing fresh and mildly. The weather delicious, the wind, though not the sweet south-breathing and giving odour, is the sweet north, which at present answers our purpose better, and is pushing us along before it. My companions are lounging about the deck with straw hats, and waistcoats unbuttoned, and smoking their cigars. Talked a good deal of our island of Monte Christo, and we are all still agreed that the experiment is worth trying. If anything come of it, we need not be greatly surprised; or, if otherwise, we should not be disappointed; and if we take nothing by our motion, we shall, at least, have a pleasant cruise with an object and some rabbit shooting.

20th—Latitude $45^{\circ} 40'$, long. $10^{\circ} 35'$; Cape Finisterre, S.b.E., 170 miles; a fresh N.E. wind. Several vessels in sight going to the southward; the Dream passed them all rapidly.

21st.—Latitude $42^{\circ} 53'$, long. $12^{\circ} 25'$ W.; Cape Finisterre, E. $\frac{1}{2}$ N. 160 miles; Porto Santo, S.b.W. $\frac{3}{4}$ W., 610 miles; barometer 29.81, thermometer 67. Fresh breeze all night; rubbed out a couple of hundred miles of our distance. Passed, a little after noon, the Resolution of Newcastle, as we read on her stern, a large bark, which rather drew ahead of us; but then almost dead before it she spread a cloud of sail, whilst we had nothing but a moderate sized square sail.

Were a little startled by lighting on some notes upon the Salvages, that Captain Vidal had found some huts there in 1820! What were they for; the temporary occupation of barilla gatherers, or have some adventurous Madeiraites colonized this rock? In the latter case there would be, probably, a village alcalde, who would show his authority by

obstructing us in our search, or, at least, would send a boat to apprise the Governor of Madeira, who might take the wind out of our sails by sending a guarda costa to interfere, or enquire; and we had no fancy to conduct explorations for which we might have to account to Donna Maria of Portugal.

22nd.—Latitude, $40^{\circ} 19' N.$, long. $14^{\circ} W.$; Cape St. Vincent, S.W. 320 miles, Porto Santo S.b.W. 520 miles; barometer 29.80, thermometer 68° : symposometer and aneroid rising still; a fair wind and lovely weather; a delicate haze, producing a sort of demijour or boudoir light. The sea a beautiful blue, with silver fringes. It is necessary to come into the latitude of Portingale (as old Steventon of the *Glory*, used to call it,) to know what enjoyable weather means; to forget that we carry about our muddy vesture of decay.

We get over our time very happily: a good cabin, good cheer, plenty of books, and such weather! We breakfast at half-past nine, dine at five, have tea at eight, and retire to our dormitories at twelve. Had some fun to-day, talking over the manner in which we might mystify the credulous Portuguese, if such were our *role*. How Bentinok, (who might fell an ox with his iron arm,) should represent a consumptive gentleman, going to Madeira for his health; how Murray, (who knows as much of mineralogy as he does of the black art,) should go about with a pair of green spectacles and a hammer, and talk of scoria and obsidian, and I, (who had all interest in nautical matters,) should descant, *coro amore*, upon latitude, longitude, the dip of the needle, and the variation of the compass. We do not mean to play out the play and exhibit our motley at Madeira, but it would be of a piece if we did with the farce which is every day being acted upon the world's theatre, from the make-believe of a minister of state to the mystifications of the Tartuffes and *Manxworms*, lower down in the ladder.

Passed a heavy steamer, in the night, and two barks going to the northward; they made no attempt to communicate with us. Ships of war are more communicative, but it is an easier matter for them to send boats; and then they can communicate with flags.

The sea smooth to-day, and the little *Dream* jumps about less. The sun has become so powerful that it is hard to shave, so that I have the prospect of landing like a Sapper and Miner, "bearded like the pard," instead of a smooth-faced elderly gentleman.

Ten o'clock when I came on deck this morning, found the wind had shifted to the S.W., "and as the shifting winds shifts, shift our sails," which we do by retiring the square sail, and studding sails into the private life of the store room; and we are now close on a wind with the

fore and aft canvas. The homeward bound have now got their innings, and looking towards "the Channel of Old England." Passed a fleet of what the sailors call Portuguese men-of-war, but we were not taught by the little nautilus to sail, for they had everything furled,, whatever this may indicate I do not anticipate anything but a clear N.W. wind, which, according to my recollection, prevails hereabouts, in the summer, at least it used to be so during my experience of Madeira and the Azores. How I shall rejoice in another sight of these Islands, breathing freshness and perfume. I wonder our medical men do not send their patients to St. Michael's or Fayal, as well as to Madeira. But the Sanitory geography of medical men is not one upon which the sun never sets, but seems to be limited to Torquay, Madeira, and Nice.

23rd.—Latitude $38^{\circ} 35'$, long. $14^{\circ} 20'$; Porto Santo S.b.W. 340 miles.

The nautilus was wise in furling his sails when his barometer instinct indicated bad weather, for it blows fresh, and looks bleak to windward; we are cracking on, close hauled, which is the natural pace of a fore and after, quartering and scudding, with such an one, is just making a trotting horse canter; but still, in spite of the gloomy appearance to windward; and the opinion of our little testaceous navigators, astern, the glasses persevere in pointing to fine weatder.

Ten o'clock, p.m. ; the moon is up, and the evening lovely, the nautilus were wrong and the glasses right, and now we have the bright, clear, fresh, and refreshing N.W. breeze, which I have before lauded, and which I so well remember in the days—oh! the merry days,—when I was young.

Staid on deck till late into the night, enjoying the mild balmy air ; how delightful it must be among the geranium hedges and orange gardens of the beautiful Corral, about the most lovely spot in the wide world.

(To be continued.)

THE CYGNET CUTTER YACHT.

(See Diagram.)

THIS vessel was built in 1846, by Messrs. Wanhill, of Poole, for Hedworth Lambton, Esq.: they had greatly distinguished themselves by building the Heroine, a cutter of thirty-five tons ; this yacht had in 1845, beaten the Corsair eighty-six tons at Weymouth, and the celebrated Alarm, 196 tons at Cowes. They doubtless imagined that they could construct another vessel of similar tonnage to eclipse their previ-

ous production,—whether the *Cygnets* realized these expectations is not exactly proved.

The first match sailed by the *Cygnets* was on the Thames, where she met the *Heroine*, and after a closely contested race the latter was victorious. The same yachts met again at Ryde, where in two following races the *Heroine* carried off the prize. It was not till the regatta of the Royal Victoria Yacht Club in 1847 that the *Cygnets* may be said to have commenced her fortunate career; on that occasion she beat the *Eclipse*, *Daring*, &c. In 1848 the captain of the *Heroine* was engaged by Mr. Lambton, and in that year we find her sailing at Southampton, beating the *Arrow* and *Vision*, and on the following day beating the *Vision*, a yacht of forty-five tons, also built by Messrs. Wauhill: this race was adjudged to be re-sailed, and the *Cygnets* again showed her superiority by beating the *Vision* in a gale of wind.

In 1849 an alteration was made in her quarter (shewn by the ticked lines in the body plan,) which improved her both in speed and appearance. She won the Royal Thames Yacht Club Challenge Cup, beating the *Cynthia* and *Mosquito*. She also won Her Majesty's Cup at Cowes, when her opponents were the *Arrow*, *Gondola*, and *Dryad*. In 1850 she was victorious in the Thames, winning Her Majesty's Cup, and again at Poole in the same year: on each occasion beating her old rival the *Heroine*.

But it is not so much on her victories that the *Cygnets* distinguished herself as in her defeats: in six races of the Royal Thames Yacht Club she had to contend with the *Cynthia*, *Mosquito*, and *Volante*, each of fifty tons, and although she was unsuccessful in these races her excellent sailing attracted as much attention as that of any of her adversaries. More than once she lost a race by less than a minute, and generally gained the second place. She was never beaten by any yacht of smaller tonnage than herself, and may fairly be taken to represent the champion yacht of her size.

The principal fault of the *Cygnets* consisted in her bow being too full, hence it was found by those well able to judge of her capabilities that it was impossible to get more than a certain velocity out of her, as when she had once acquired that speed she made such an excessive surge at the bow, that no increase of sail could be available. This fact might be more particularly noticed in the matches on the Thames where her large opponents usually ran her by about twelve or fourteen minutes between Erith and the Nore: but no sooner were they on a wind, when the progressive motion in the line of the keel is necessarily less, than the *Cygnets* invariably improved her position in the race.

An addition of about four feet to the length of the bow would undoubtedly have greatly increased her speed in reaching, but she could hardly be expected to display the same rapidity in tacking, had the alteration been made. The defect in her construction alluded to may be traced in the calculations. We find every element embracing the longitudinal position of any centre of gravity remarkably far forward as compared with other clipper yachts of nearly the same size.

The Heroine in many respects resembled the Cygnet, but she had a sharper midship section, was sharper forward, and of less displacement.

The Cygnet is now the property of H. E. Chatterton, Esq., Royal Cork Yacht Club.

ROLLER SKIDS.

THERE are doubtless few persons that reside on, or have visited our coasts, who have not frequently watched with interest the picturesque groups of fishermen and other boatmen hauling up their boats, and observed the contrivances by which that often laborious operation is made more easy of accomplishment—varying according to the size of the boat, the character of the beach, or mere local custom.

At one place, as at Deal or Hastings, with their steep shingle beaches, large boats, and numerous bodies of boatmen, will be seen the long row of powerful capstans, by the aid of which the large decked or half-decked smack, or hovelling boat, or trawler, is hauled up with comparative ease, yet seemingly reluctant to leave her native element, in which her weight is nothing, and in which she lives and moves; to hibernate as it were, for a time with suspended life and animation, motionless on the land. There also, it will have been observed that long flat boards of hard wood, with their upper surface greased, are placed under the boats when hauling up or launching, so as to reduce as much as possible the friction as they are dragged along.

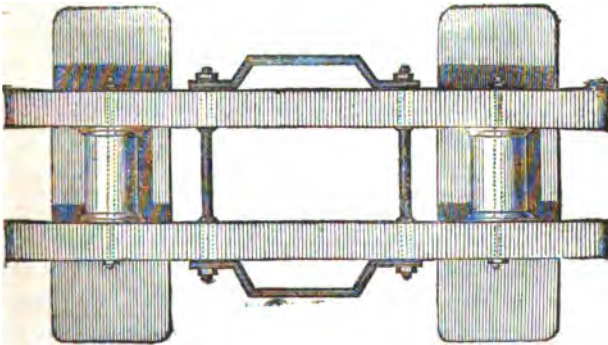
At another place, as at Great Yarmouth or Lowestoft, with a flatter or sandy shore, their long and graceful yawls and smaller craft are, for the most part, hauled up by hand alone, the numerous boatmen being banded together in companies, and mutually assisting each other in the operation. Here the friction of hauling up is lessened by employing small portable machines consisting of a strong wooden frame with two or three iron rollers fixed in it, which is traversed by the boat's keel, she being held in an upright position by men at her sides.

Again, farther north, on the still flatter sands of Northumberland,

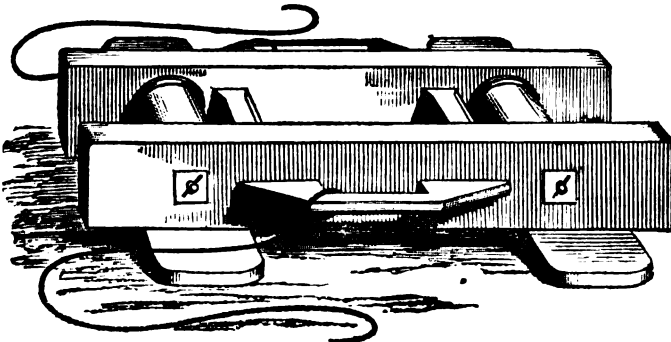
Durham, and Yorkshire, where the three-keeled and graceful coble abounds, the fishermen, often aided by their wives and daughters, will be seen lifting them on the little wooden trucks, on which they are wheeled along on the hard and level strand.

As the hauling up of a heavy boat is a laborious work, which men who have been many hours, perhaps all night, in their boats, would be very glad to dispense with ; and since, as implied above, their mode of performing it is sometimes rather the result of custom than of scientific appliance, we think that we may usefully circulate, for the information of boatmen to whom they are at present unknown, drawings of the "Roller skids" used by the Norfolk and Suffolk boatmen in hauling up their larger boats, and which have been adopted by the National Life-boat Institution, and found valuable auxiliaries in hauling up its Life-boats, saving much labour, trouble and expense.

There are three varieties of these skids used by the life-boats of the Institution—one is the simple wooden frame with either two or three rollers in it (fig 1,) which is sufficient on hard ground, moveable short

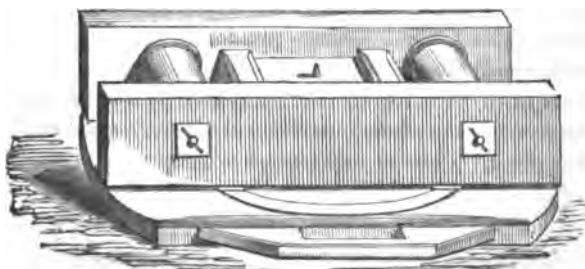


boards being placed under it transversely where the beach is soft. A second (fig 2) is similar, but having its sleepers attached to it beneath



the rollers, which form is more convenient for placing under a boat whilst she is still in the water. Much labour is saved by hauling a heavy boat on the rollers whilst she is still partly waterborne, and it is awkward to place a detached board under a skid under water, especially when the boat has much motion from the surf. A skid of this description can, by means of two short lines attached to it, as shewn in the figure, be readily hauled under the stem or sternpost of a boat by two men or lads, one dragging by each line. These lines should be of Manilla rope which will float, and thus indicate the position of the skid when under water: 2-inch rope will be found a convenient size.

A third variety (fig 3) is a shorter skid, similar to the above, fitted



to turn on a pivot-bolt fixed in a flat piece of wood, thus forming a portable turn-table, on which a boat, when hauled over it, can be turned round with very small power in any direction. The life-boats of the Institution are supplied with one of those turn-tables, with two of the second variety, or water-skids, for use in the water, and with two of the plain skids with detached sleepers. A less number would, however, be sufficient for ordinary use, unless for very large and heavy boats; and we strongly recommend them to the attention of the boatmen on those parts of the coast where they are not already employed.

RANDOM RECOLLECTIONS.

—
BY AN ANCIENT.
—

"When first I went to sea my boys."

Whether enjoying a summer's cruise around our Isle, or sitting cosily by the winter's fire, surrounded by every domestic comfort the heart can desire, I often in memory conjure up those stirring scenes in which, when a younger man, I have been engaged. Some men follow a sea-

faring life without meeting with the least mishap, and to whom storms and shipwrecks are things only known by name, whilst others are continually in trouble and danger ; with the latter class I must enrol myself, for I scarcely remember a voyage without some disaster befalling me, the vessel, or a shipmate. However by the blessing of a Divine Providence I have escaped any very serious injury to the "hull" and "upper works," and therefore, some of my brother yachtsmen, may, perhaps, derive amusement from the perusal of my log, if you, Mr. Editor, will give me space in your journal for that purpose.

My first voyage was under the command of my father, in a brig of some 300 tons, in the early part of the present century, when war in all its horrors was raging between England and France. At this time "*Lettres de marque*" were hovering around our "tight little island," like hawks, ready to pounce on any stray sail, or even, if chance offered during the night to make a descent on some poor hamlet, and plunder, the inhabitants. Our route was from the North to London, and we had proceeded with a good breeze until we were about entering the Cockle Gat, intending either to pass through Yarmouth Roads, or anchor therein for the night, when one of these piratical rascals, came down on us in the shade of evening, sheered alongside, and before we could recover from our surprise we were prisoners. Where the devil came from we never knew, as half-an-hour before, not a sail was to be seen, except the men-of-war in the Roadstead.

The crew were taken out of the brig (except my father, self, and a boy,) and some ten or twelve fellows with cut-throat countenances left in their stead. My father was ordered to take the helm, whilst the Frenchmen went below to regale, leaving only one, well armed, to guard the deck. This fellow after asking a few questions, (for he was evidently a renegade,) lent on the taffrail apparently in deep thought, when my father motioned to the boy to take the tiller, and he stepped quietly towards the man, but a sudden lurch of the vessel caused him to turn his face aft, and my Dad slowly came back to his post. Whatever his intentions were he never divulged, but I believe that fellow would have been hurled overboard, the rascal thought the same, for he shook his head, and said, "Thanks."—Some of his comrades were called on deck, and nothing further occurred.

When we arrived in port, we were marched to prison, amidst the infernal grimaces of the younger French Monkeys, who shouted *Le Petit Jean Bull*," pointing at me at the same time. I frequently smile now at my impotent rage when I remember how I turned up cuffs ready for a "mill." We entered the prison at last, and after being examined by

the Governor we were herded with a large body of other English prisoners. My childish appearance caused many a hearty d—n from them, at what was considered the brutal treatment of our gaolers in imprisoning a chit like me. Poor fellows I often think of their indignation, forgetting for the moment their own misery, in sympathy for me; but where else, if permitted, could I go? my father was the only one I knew on that side of the Channel.

After two or three weeks incarceration, through the kindness of one of the officers I was allowed to roam about the precincts of the prison, and I became a favourite with the governor's family, who often took me out for a ramble; and many a meal my parent received through the kindness shewn to me. This was a great luxury, for the food allowed to the prisoners was bad (black bread and horse bean soup,) and of this not half enough. What a difference on our shore—here the French were well dieted, and besides they were wont to make toys out of bones, the children of the towns gave them, and by the sale of which they had many additional comforts. Not so our poor countrymen, they were not ingenious enough to convert bones into such trifles, and even if they had the ability they could not get the material—for bones except their own, would have been a novelty. I have often thought since that if a bone had been thrown amongst my poor half starved countrymen the scramble for it would have resembled that of beasts of prey: many a fine fellow I have seen chewing bits of their own shoes or boots to stay the cravings of hunger. In addition to this it was rumoured that the British fleet had threatened to take the place, and a park of artillery was stationed in the castle yard ready to blow us to perdition should the attempt be made.

The misery I daily witnessed among the prisoners, was even at that early age a source of anguish to me, and often did I enquire, when with the governor's family, whether we were not soon to be sent home? The old gentleman would shake his head, and say "I fear not for some time to come." To do the family justice, (the females especially) had they possessed the power our prison doors would have been thrown open, and we away for Old England again. Many, many months passed, and the poor fellows were almost without raiment. Not one whole garment could be found amongst them. The governor and officers were as kind to us as circumstances permitted, but from the scarcity of breadstuff and clothing unable to mitigate the sufferings of our helpless people. But I ought to record that one fellow who ranked as an officer, was the reverse of his compeers; this *beste* with a face covered with hair like a goat, with buffalo head, and sinister looking eyes, delighted (as he spoke

English fluently) in taunting his wretched victims, and such seemed the scoundrel's power that the governor could not control him. What was the most singular and puzzling to me he knew many parts of England and its inhabitants. I remember on one occasion his asking me about several persons, he said he knew my family well. This I could not understand, therefore in a conversation with my father, I told him of the questions, and he instructed me to ascertain the fellow's name without appearing interested. In the family there was a very pretty maiden, named Jeannette, who was half servant, half companion to the governor's daughter, to her I resolved to apply, and she informed me that he was—shall I write the word,—I almost blush to do it,—an Englishman! that he was a "barronet" and had been a "banquier" in his own country; but his own name she never knew,—he was styled here "Monsieur le Capitaine Germaine" in public, whilst his cognomen in private was "L'Diable". He was supposed to have held secret correspondence with the French government at the time of the threatened invasion, and being suspected he fled his country, thus proving the suspicion well founded. He received an appointment in the castle, and he delighted in exercising his hatred of the country of his birth by torturing his imprisoned countrymen. He would frequently threaten to fire the heavy cannon upon them.

Thus matters went on for a considerable time—frequent alarms, from the apprehension of an assault by our men-of-war, until one morning when my father was reading prayers to his fellow-prisoners, he was suddenly interrupted by the arrival of a large number of soldiers, who grounded their arms with a crash that made the building ring again with the noise, and made also many a stout heart tremble; all thought the hour of death had arrived, which the renegade captain had so often promised,—neither word nor sigh showed the feelings of the expectant doomed. After some consultation among the officers L'Diable produced a scroll, and in clear unmistakeable English, called out "Captain ——" my father's name,—I flew to his side, and his associates also clustered round him in bitter grief,—he stood proudly erect, and fixed his eyes on the tyrant, without a muscle of his face betraying his feelings, with my hand in his, I could however, feel a nervous twitching of the fingers. He was ordered to stand aside, and I followed of course; the fellow then called out several more names, and it was painful to see the death-like appearance of each countenance as he answered, and was put aside, to be shot each expected. Our tyrant at last folded up his paper, and with a demoniac grin he walked past each man, looking him steadfastly in the face. During this time I could see the governor and

other officers were far from pleased, as with great disdain they addressed him rather sharply. He then with cool deliberation said—"Englishmen—you—are—to—be—sent—to—your—own—country!"

The scene that followed this announcement it is impossible to accurately describe,—the change from death to liberty,—they embraced each other, wept, rolled on the ground, jumped, shouted, danced, and a thousand other symptoms were exhibited by them. "When? when?" they shouted. "In one hour you depart!" was the reply. There was no necessity for even that hour, they had no clothes to pack, no preparations to make for their journey,—all were nearly naked, except myself, for, thanks to the ladies, I had a good suit under my blouse.

My father desired me to go to the family, and in his name thank them: I did so, and God bless them all, they kissed me, and shed tears of joy, at the prospect of my being restored to my mother.

The leaves-taking was a painful scene,—those poor fellows that were left behind wept like children, and even the French soldiers' eyes were moistened with the tear of sympathy. We left the prison in double file, closely guarded, and the mob that witnessed our departure were awe-stricken to see that skeleton host, which they had seen enter the prison a few months before with health glowing on their manly brows, and when we left the shore they cheered us lustily, so different were their feelings towards the miserable beings now before them. The renegade captain offered his hand to my father, but with a sullen frown it was rejected; he, however, seized mine, and his hand shook like one stricken by palsy, a tear rolled down his cheek, and when arrived on board I found two Louis d'Or in my blouse pocket in addition to that which the ladies had given me. There can be no doubt that the man was unhappy, and could he have gone with us in safety to himself he would have gladly done so.

We were landed at Dover, and now our troubles were not over, each man had fear of the pressgang, for even poor liberated prisoners were not respected on their own shores. My father and myself soon separated from the others, and started for London; we travelled by night, lying concealed in hay stacks or hedges away from the main road during the day. I found my French money useless for no one would take it, and I had to beg bread at farm and cottage doors. We were several days on the journey, and arrived one evening in London, and made for the Yarmouth Arms in Lower Thames Street.

This was the usual resort of the captains of East Coast vessels, we entered the house, and being in so deplorable a state, were shown into the common room, and again my French money was refused for the

bread and cheese we had ordered,—“we have none other, we have just left a prison in France.” The landlady, an elderly female, soon made her appearance with plenty of meat, and although my father was an old customer she did not recognise him; and in fact my mother would not have believed that haggard unshaven man, in an old tattered grey coat, (the gift of a French soldier,) tied round him with a piece of cord, shoeless, stockingless, with matted long hair hanging down his face and back, was her long-lost loved one.

Whilst we did ample justice to the good fare set before us, the landlady went into the parlor and told her guests that two poor fellows had just arrived from a French prison, we were soon surrounded by a numerous party of merchants and captains, all of them known to my father. One old man lifted me in his arms and looking me in the face few minutes said,—“I think you belong to the —— family!” Before I could answer him my father replied, although with broken accents,—“You are right Captain T——” “Good God,” cried the old man, “Its Tom ——,” clasping my father in his arms as though he had met a long lost son, instead of an old friend. The effect was electrical, the barber was sent for, a suit of clothes purchased, and with some scrubbing and scouring we made a respectable appearance in the parlor, where a joyous reception greeted us.

The next difficulty was how to get home, for the pressgangs were searching every nook and corner for seamen, and as my father had no protection he would have been compelled to serve his Majesty George the Third. This obstacle was at length got over by Capt. T., a man over 60 years of age, handing his papers to my father, a young man of about 35. This kind old gentleman proposed by this transfer that he would coach it home, and my father take charge of his vessel. It was thus arranged and we arrived home in due course. At the time of the change there was one circumstance entirely lost sight of,—if the vessel had been overhauled, and the papers examined, the description of the assumed Capt. T. not *exactly* tallying, he would have stood a fair chance of another long cruise before folding to his bosom the mother of his children.

Death of H.R.H. the Prince Consort.

THE following *Gazette Extraordinary*, announcing the melancholy intelligence of the death of his Royal Highness the Prince Consort, was published from

Whitehall, Dec. 15th, 1861.

"On Saturday night, the 14th instant, at ten minutes before eleven o'clock, his Royal Highness the Prince Consort departed this life, at Windsor Castle, to the inexpressible grief of Her Majesty and of all the Royal family.

"The Queen, his Royal Highness the Prince of Wales, their Royal Highnesses the Princess Alice and the Princess Helena, and their Serene Highnesses the Prince and Princess of Leiningen were all present when his Highness expired.

"The death of this Illustrious Prince will be deeply mourned by all Her Majesty's faithful and attached subjects as an irreparable loss to Her Majesty, the Royal Family, and the Nation."

For this sudden and fatal termination of so short an illness the general public have been entirely unprepared. Not until Saturday afternoon did the belief gain ground that the condition of His Royal Highness was critical, and it was about four o'clock on that day that the symptoms took the most unfavourable turn, and fever of the typhoid type set in. All attempts to arrest the progress of the disease proved unavailing. The youth, strength, and unimpaired constitution of his Royal Highness had already succumbed to the wearying and weakening malady of the previous week, and the Prince sank gradually, and died tranquilly at the hour already stated.

The following official communication from the Secretary of State for the Home Department was received by the Lord Mayor:—

Whitehall, Dec. 15th.

"MY LORD:—It is with the greatest concern that I inform your lordship of the death of his Royal Highness the Prince Consort, which took place at Windsor Castle last night at ten minutes to eleven o'clock, to the inexpressible grief of Her Majesty and the Royal Family.

"I request your lordship will give directions for tolling the great bell of St. Paul's Cathedral.

"I have the honor to be your lordship's most obedient servant,
(Signed) "G. GREY."

"To the Right Hon. the Lord Mayor of London."

The Lord Mayor had anticipated the wish of Sir George Grey. On Saturday night, about twenty minutes to twelve, he received the sub-joined telegram from Sir Charles Phipps:—

"His Royal Highness the Prince Consort expired tranquilly about ten minutes to eleven this night.

Windsor Castle, Dec. 14th.

On the receipt of this sad news the Lord Mayor immediately communicated to Dr. Milman, the Dean of St. Paul's, with a request that the bell of the Cathedral might be tolled. Shortly after midnight the bell was booming the intelligence over the metropolis far and near, and continued to do so for two hours.

The Chief Magistrate of the City also caused copies of the official documents to be forthwith posted on the front of the Mansion House, where they were read by thousands with melancholy interest, as was also the following, which had been received by his lordship in the afternoon of yesterday:—

"Windsor Castle, Dec. 14th.

"His Royal Highness the Prince Consort became rapidly weaker during the evening, and expired without suffering at ten minutes before eleven o'clock."

Sunday, Noon, Dec. 15th.

"The Queen, although overwhelmed with grief, bears her bereavement with calmness, and has not suffered in health.

"JAMES CLARK, M.D.

"HENRY HOLLAND, M.D.

"THOMAS WATSON, M.D.

"WILLIAM JENNER, M.D."

A telegram was forwarded from Windsor Castle immediately after the death of His Royal Highness to the Emperor and Empress of the French at Paris, who during the day, had made several inquiries respecting the state of the Prince's health; to the Emperor of Austria, the Duke of Saxe Coburg, and the King and Crown Prince of Prussia, who had also made repeated inquiries by telegraph.

The illustrious Consort of Her Most Gracious Majesty, Prince Albert Francis Augustus Charles Emmanuel of Saxe-Coburg and Gotha, was the youngest of two sons of the late reigning Duke of Saxe-Coburg and Gotha (Ernest Frederick Anthony Charles Louis,) who succeeded, in 1806 to the Dukedom of Saxe-Coburg, and acquired the Principality of Gotha by a family convention, which was ratified November 12th, 1826. His mother the first wife of the late reigning Duke was the Princess Louisa Dorothea Paulina Charlotte Louisa, only child of Augustus Emilius Leopold, late reigning Duke of Saxe-Gotha. She died in 1831, leaving issue only two sons, of whom the elder is Ernest Augustus Charles John Leopold Alexander Edward, the present reign-

ing Duke of Saxony and Prince of Coburg and Gotha, Landgrave of Thuringen, Margrave of Meissen, Duke of Julich, Cleves, Berg, Engria, and Westphalia; who was born in 1818, and succeeded, on his father's death, in 1844. He married in May, 1842, the Princess Alexandrina Louisa Amelia Frederica Elizabeth Sophia, eldest daughter of Leopold, late Grand Duke of Baden, but has by her no issue.

The late Duke's younger son, Albert, whose biography we now pursue, was born at the Castle of Rosenau, about four miles from Coburg, on the 26th of August, 1819, and was educated together with his elder brother, under M. Florschütz. Naturally of a studious and philosophic turn of mind, the younger prince devoted his entire energies from his earliest youth to the acquisition of various branches of knowledge; and while still a boy he attained to a remarkable proficiency, not only in languages, history, and physical science, but also in the rarer accomplishments of music and drawing. In 1835 the two youths accompanied by their father, visited the Courts of Berlin, Dresden, and Vienna, afterwards extended their journey of observation (for so we may fairly call it) into Hungary. In the month of May, 1836, the young Prince, with their father, paid a visit to England; and a reference to the *Court Circular* announcements for that year informs us that during their stay in this country they were the guests of her Royal Highness the late Duchess of Kent, at her apartments in Kensington Palace, where they both became for the first time acquainted personally with Her Majesty, then the Princess Victoria. As most of our readers are aware, Prince Albert and his future royal wife were already connected by the ties of cousinship, the Prince's father being the brother of the Duchess of Kent.

On the 23rd of November Her Majesty officially announced to a Meeting of her Privy Council, assembled specially for that purpose at Buckingham Palace, a fact which the public had surmised and rumour had already bruited abroad—that Prince Albert of Saxe-Coburg and Gotha had become the accepted suitor of Her Majesty. The following is an extract from Her Majesty's speech on that occasion:—"I have caused you to be summoned, in order that I may acquaint you of my resolution in a matter which deeply concerns the welfare of my people, and the happiness of my own future life. It is my intention to ally myself in marriage with Prince Albert of Saxe-Coburg and Gotha. Deeply impressed with the solemnity of the engagements which I am about to contract, I have not come to this decision without mature consideration, nor without feeling a strong assurance that, with the blessing of Almighty God, it will at once secure my domestic happiness and serve the best interests of my country." A few days afterwards, the resolution of Her Majesty was formally announced to the House of Lords by his Royal Highness the late Duke of Cambridge, who, from his own personal knowledge spoke most highly of the young Prince, and foretold for him the

greatest popularity, among the people of his adopted nation ; and we may safely point to the course of events in England since that time as the best proof that the prediction has been fully verified. There can be no doubt that the union of Her Majesty with such a Prince *has* gone far at once to secure her own personal happiness and to subserve the welfare of her subjects.

At the time when the Prince's marriage was contracted, the Whigs were in power, under Lord Melbourne, who proposed through Lord John Russell, in the House of Commons, a Parliamentary grant of £50,000 a-year to support the dignity of the Prince as Consort of the Queen of England. At the same time, in reply to a question from the Duke of Wellington, as to the religious principles of the Prince, he assured the House, and through it the country at large, that the Prince was not only a firm Protestant himself, but the descendant of one of those Royal German houses whose members had always been most forward in their defence of the Protestant faith. The late Colonel Sibthorp proposed, as an amendment to Lord John Russell's motion, that the amount of the annual grant should be reduced to £30,000 ; and, being supported by the late Sir Robert Peel, Sir James Graham, and the other leaders of the Conservative party, the reduced allowance was ultimately agreed on and carried.

In the course of the next month or two the Prince was naturalised by a special Act of Parliament ; and he shortly afterwards received the title of "His Royal Highness" by patent, together with precedence next to the Queen herself, by royal warrant, and also the right to quarter with his own the Royal Arms of England. He was also nominated a Knight of the Garter. The marriage of the Queen, with his Royal Highness was solemnised, with great state, in the Chapel Royal at St. James's Palace, on the 10th of February, 1840, by his Grace the Archbishop of Canterbury, (Dr. Howley,) assisted by the Archbishop of York, (Dr. Venables Vernon Harcourt,) and the late Bishop of London, (Dr. Bloomfield,) who assisted in his capacity as Dean of the Chapel Royal.

The day was kept as a public holiday, and the British nation, from John o'Groat's house to the Land's End, were delighted at the example set by their sovereign to all the Courts of Europe, by contracting a marriage based not on mere political reason and selfish expediency, but upon personal affection and genuine esteem. Before the close of the year 1840, so highly had the Prince advanced in the good opinion and esteem of the rulers of the land of his adoption, that an Act of Parliament was passed appointing him Regent of Great Britain if the Queen should die before her next lineal descendant and successor should attain the full age of eighteen years ; but happily there has not been occasion to call this Act into operation. There can be no doubt that the nation looked forward with joy to the marriage of their Queen, and to the

births of the numerous children with which her union with the Prince just deceased has been blessed.

The following is a list of the appointments held by his late Royal Highness:—He received the order of the Garter at Gotha immediately before his arrival in England to complete his marriage, and his commission as a Field Marshal on the 8th of February, 1840. He was Colonel of the 11th, or Prince Albert's Own Hussars, from the 30th of April, 1840, to the 26th of April, 1842; Colonel of the Scots Fusileer Guards; from April, 1842, to September, 1852, and Colonel-in-Chief of the 60th Rifles from the 16th of August, 1850, to September 1852. He was appointed Colonel-in-Chief of the Rifle Brigade, and Colonel of the Grenadier Guards (on the death of the Duke of Wellington) on the 28th of September, 1852. The Prince was nominated a member of the Privy Council on the 15th of September, 1840; was appointed Grand Ranger of Windsor Park in 1841; Lord Warden of the Stanaries, and Chief Steward of the Duchy of Cornwall, in 1842; Governor and Constable of Windsor Castle, in May, 1843; first and principal Knights Grand Cross, and Acting Great Master of the Order of the Bath, in June, 1843; High Steward of Plymouth in the same month; Captain-General and Colonel of the Artillery Company, in September, 1843; elected Chancellor of the University of Cambridge, 27th February, 1847; High Steward of New Windsor, in July, 1850, President of the Zoological Society, in July, 1851; and Master of the Trinity House, October 19th, 1852. He was created a Knight of the Order of the Seraphim by the King of Sweden in February, 1856; was created Prince Consort by patent, dated July 2nd, 1857; and was elected President of the Horticultural Society in February, 1858.

The decease of His Royal Highness being so sudden and unexpected, a gloom was cast over the whole nation, every class feeling deeply the dread calamity which had fallen on our truly beloved Queen, and it was felt as though a dear and revered friend had been taken from us. For no man, a foreigner, so soon grafted himself on the hearts of the nation, which was to become his home. During the many years he has consorted with her Majesty, the nation has had no cause to regret her choice, and he has left behind him an imperishable fame.

The funeral took place on Monday, the 23rd, at St. George's Chapel, Windsor, and a more heart-rending scene was never witnessed at a royal funeral. Throughout the width and breadth of the land the mourning was general, and trade was suspended, thus showing to our bereaved Queen, that sympathy which she so truly deserves; and all will offer up a prayer that she may live long to preside over the destinies of her loving subjects.

ROYAL WESTERN YACHT CLUB.

A BANQUET was given by this Club on Thursday, December 12th, at headquarters, Plymouth, to Commander Williams, who was the mail agent on board the Royal Mail steamer Trent when she was stopped by the Federal war steamer San Jacinto, and Messrs. Slidell and Mason, the Confederate Commissioners, taken from her, is a member of the Royal Western Yacht Club. When it became known how nobly he had acted on that trying occasion, some of his brother members thought it would be well to entertain the gallant officer at dinner in the club on his return to his home at Stoke, Devonport. No sooner was the suggestion made than it was eagerly adopted, and very soon quite as many names were entered for the dinner as the club dining-room would accommodate. Commander Williams having accepted the invitation, the dinner was fixed for Thursday. It took place in the club dining-room, and was attended by about fifty gentlemen.

The chair was taken by John C. Thierens, Esq., the chairman of the committee of management, and the vice-chair by Captain Basden, R.N.

After the usual loyal toasts.

The Chairman—The next toast which I have the pleasure of proposing to you is the "Health of our gallant and worthy guest, Commander Williams"—(great cheering)—who has kindly accepted the invitation of the members and subscribers of the Royal Western Yacht Club, who were desirous of inviting him to dinner, as a mark of their admiration of his conduct on the occasion of the late insult offered to the British flag on board the Royal Mail steam-ship Trent. However various our opinions may be as to the course of events, we are all united in our approval of that prompt, dignified, and happily-worded protest made by our brother member, Commander Williams: (much applause)—whose sentiments not only express the feelings of the great mass of our countrymen, but are also approved and confirmed by those in authority.—(Hear, hear.) Our desire is to mark our approbation of Commander Williams's conduct on this occasion—on this trying occasion, which roused the feelings of a lion's spirit, without quenching the calmer judgment of the diplomatist. You know the protest which he made.—(Yes.) The whole world knows it. It must be as pleasant to Commander Williams as it is gratifying to the members of the Royal Western Yacht Club to know that one who can so well acquit himself is a member of their body.—(Cheers) Gentlemen, I am proud to propose to you the "Health of Commander Williams, and long life to him."

The toast was drunk in the most flattering manner, the company giving cheer after cheer.

Commander Williams, who, upon rising, was received with enthusiastic applause, which was again and again renewed, said "Mr. Chairman, Mr. Vice-Chairman, Gentlemen, and Brother Members of this the Royal Western Yacht Club, it is not with the feelings of arrogance and presumption which Mr. Fairfax has thought proper to impute to me that I will now endeavour, as well as severe illness will permit me, to convey to your minds the deeply

seated gratitude that I feel, not only to the chairman for the complimentary and too partial language used by him, whom I have ever found, for the last four or five years, my kind and considerate friend, but also from the manner in which the mention of my name has been received by you—you, many of whom are old and tried friends of mine, and many whose faces I have never met before. Therefore, I take it to be not so much a personal matter, but a national matter—(hear, hear)—that you have taken this opportunity of throwing around my shoulders the mantle of your approbation.—(Renewed applause.) Gentlemen, if I fail to convey to you—if I fail to convey to you from the poverty of my language, the throbbings that swell up from the well of my heart, I beg you to believe that I am sincere in all that I shall say.—(Bravo, and hear, hear.) This compliment was never looked for by me.—(“We believe it, Williams.”) I will endeavour to be as little egotistical as possible, but in the present instance it may be necessary that I should speak in some measure of myself, in consequence of what has been said about me in the New York papers and which has been referred to by *Punch*. The New York papers have thought proper to allude to me in unwarranted language, and which, I fear, has been countenanced by Mr. Fairfax. Before I say one word about Mr. Fairfax, or the proceedings which took place on board the Trent, and which, perhaps, you would like to hear from my own lips—(“We should,” and applause)—and the manner in which the Trent was boarded, I crave your indulgence to allow me to refer to notes. I am not a practised speaker. I have never had to speak on any occasion like the present, and, therefore, I must crave your indulgence to allow me to refer to notes which I have this day made from extracts taken from different papers, in order that I might not omit any portion of such evidence as I should wish to lay before you. I throw myself on your indulgence.—(Hear, hear, and cheers.) I believe, at all events, that I have on my side truth and honour. To convince you of that truth, I cannot give you the chapter and verse of these extracts that I am going to read to you, because I have neither had time, nor have I had the health to put myself to the task of taking any notes of the particulars of the dates in such papers.—(Hear, hear.)

“But I read in the *Press* the opinions of the Americans—I mean the Northern portion of the Union, the Federal States. In alluding to the attack on the Trent, it says:—“If the act itself is justifiable, the manner in which it was performed is unexceptionable.”—(Oh, and derisive laughter.) As to the manner in which it was performed. I was, at the time Captain Moir came to me to say that a suspicious vessel was ahead, on the main-deck, with a pipe in my mouth, reading the *Essays and Reviews*. I did not then think for one moment that such an atrocious thing would have been done as that which was enacted by the gallant officers of the San Jacinto to take as prisoners of war, contrary and in violation of international law, the so-styled Commissioners from the Confederate States. The argument that appeared or presented itself to my mind—the argument of the moment—as a flash of lightning was, that if a slave—a fugitive slave—once succeeds in putting his foot in a Free State—putting aside Great Britain—that that

slave from that moment was free from his bondage.—(Enthusiastic cheering.) The manner in which it is performed is “unexceptionable.” Shortly after the *San Jacinto* was seen, a very few minutes after the vessel was descried, we hoisted our ensign. It was not responded to. As we approached the *San Jacinto*, a shot was fired across our bows. I appeal to you now—to you officers of the army and navy—is it usual for a Neutral Power when wishing to speak with another vessel, to fire a shot across her bows to order her to heave to?—(“No, no, certainly not.”) We proceeded slowly. We put the helm a starboard and approached her. We were not half a cable’s length from her. I would say she stopped—except that she had steerage way—when a shell was fired across our bows—(shame)—and that is the way which it has been thought proper to style as unexceptionable.—(Ironical laughter.) I make them a present of that.—(Hear, hear, and laughter.) Capt. Wilkes says—“In the process of arrest he was glad to say everything was conducted properly, and nothing occurred which did not do honour to the American navy.—(Oh! oh!) I will not dilate upon that. If they think that honour, let them hug it to their souls; but God forbid that her Britannic Majesty’s navy should hug such an act to their souls as honour.—(Bravo, and repeated applause.) Now, gentlemen, I approach a subject with great diffidence, for it personally affects my character and honour.—(Hear, hear.)

“Before I say one word regarding the notes which I have before me, I will tell you the manner in which Mr. Fairfax and I parted.—(Hear.) Mr. Fairfax came to me on the maindeck, hat in hand, and said—“Sir, I have a painful duty to perform, and if in the excitement of the moment I have said aught that by possibility”—I can’t say this is word by word what he said, but it is the substance—(hear, and “That’s all we want”)—“If I have said aught that by possibility can be construed into a personal offence or any insult towards you, I most humbly beg your pardon, Sir, for I never meant it.” I replied, “Mr. Fairfax, I have had a painful scene to witness—a scene of degradation to my country’s flag.—(Hear.) I do not deny that my feelings have been greatly excited, but if by any gesture I have done aught to offend you, as a man, there is my hand, Sir, and I crave your forgiveness.”—(Applause.) I ask you now, gentlemen, that Mr. Fairfax—I do not say that he has said so— but I say he has countenanced it in the American papers, he has countenanced the expression “Gasconader.”—(Loud cries “Have they dared?” and shame, shame.) He (Mr. Fairfax) says, “That my manner was so violent he was compelled to request Captain Moir to remove me from the deck”—(oh, oh)—and “That there was no union existing between Captain Moir and myself.” Gentlemen, I utterly deny that there ever occurred one single instance of a want of unity between Captain Moir and myself.—(Bravo, and “That’s a refutation.”) And I am proud to have this opportunity of saying that I can bear testimony to the high character of Captain Moir—(cheers)—the most gallant sailor, the most urbane gentleman, with all the courtesies of life to endear him to those with whom he is associated, it has ever been my lot to meet in this world.—

(Repeated cheers.) I confess that I have been advised so speak at no length on account of my health; but I cannot help it, let the consequences be what they may.—(Hear, hear.) I must explain to you what has never yet appeared in the public papers.—(Hear.) It is said by the American papers—but I cannot put my hand on it now, though I have read it over and over again—it is said, "That Captain Wilkes could not have received instructions from his Government at Washington, for that he was on his return from the Western coast of Africa, wending his way through the Bahama channel to New York." What do you think? I do not know whether it has come before your notice at all, but what do you believe? How will you put trust in the veracity of such men who will write such things, when, on the 16th of October, I saw the San Jacinto off St. Thomas. I cannot remember now whether it was on the night of the 16th, or the morning of 17th. I went on my way to Mexico, going to Havana, Vera Cruz, and Tampico. On my return to Havana on the 6th of November, I found that the San Jacinto had been to Havana from St. Thomas; that she had coaled there, and that two of her officers, passing themselves off as Southerners in their hearts, had lunched with Mr. Slidell and family, and extracted from them their intended movement.—(Sensation. "Cowards." and "That never came out before;" "Bravo.")

I again say that I am going to approach a subject with great diffidence. I am going to speak of Mrs. Slidell and her daughters.—(Hear, hear, and cheers for them.) I tell you, Sir, that Miss Slidell branded one of the officers to his face with his infamy, having been her father's guest not ten days before.—(Disgraceful; and bravo for Miss Slidell.) No words of mine shall pass my lips in a political point. I have no political feeling. I do as I am ordered. Mr. Fairfax denied that the marines made a rush towards Miss Slidell, at the charge, with fixed bayonets. I believe when I lay my hand on my heart—(suiting the action to the word)—and say, as I hope for mercy in the day of judgment, it is true that they did so—(Hear, hear.) Miss Slidell—and no girl in this world has been pained more at the mention of her name in the public papers than she has been by the manner in which some persons have alluded to it, not pained by its having stated the manner in which she acted—(cheers)—but some of the public papers described her as having slapped Mr. Fairfax's face—(Cries of "Serve him right if she did," and "Bravo.") She did strike Mr. Fairfax. ("Loud cheers for her then.") She did strike Mr. Fairfax.—(cheers) but she did not do it with the vulgarity of gesture which has been attributed to her. Miss Slidell was with her father in the cabin, with her arm encircling his neck, and she wanted to be taken to prison with her father.—(Hear, hear.) Mr. Fairfax attempted to get into the cabin—I do not say forcibly, for I do not say a word against Mr. Fairfax, so far as his manner is concerned—he attempted to get her away by inducements. In her agony then she did strike him in the face three times. I wish that Miss Slidell's little knuckles had struck me in the face. I should like to have the mark for ever.—(Oh! and laughter.)

"It has been argued in the public papers that if Captain Moir and I—

I am not finding fault with the papers ; I am finding fault with the letters which have appeared in the local papers ; I am not finding fault with the feelings of the country, for the general voice of the country has thrown over me what you have done this night, as I said before, the mantle of your approbation, which is dear to me.—(Great applause.) It has been argued whether we should not have done our duty more clearly if we had refused a passage to these so-styled Commissioners of the Southern states. Now, on this point, I have a very strong opinion. I know that there are at this table members of the legal profession, but I am not going to offer any opinion of my own. I am going to offer to your notice a fact of which I am perfectly cognisant, and which occurred in the year 1833—either at the latter end of the year 1833, or the beginning of the year 1834. At that time Donna Maria was on the throne of Portugal. In 1833 Don Miguel was expelled from that country, and yet a noted agent of Don Miguel applied to the Peninsular and Oriental Company for a passage to Lisbon, in the Tagus steamer. The passage was refused. That agent prosecuted the company. I do not mean to say that this is decidedly a point in support, but *a fortiori*, it strengthens my argument. He prosecuted the company for having refused him a passage, and, after a long hearing, the political agent was cast, but the only plea on which he was cast was the plea of the company, that if they had not refused him admittance they would have been refused admittance to the Tagus, and, consequently, have been subjected to a prosecution, collectively and individually, by passengers who had paid their money to be taken to Lisbon. *A fortiori*, I say that it is a case in point.—(Hear.) It shows that Captain Moir had no right or power whatever to refuse these so-styled Confederate Commissioners passage to England —(Cheers.)

“Moreover, so far from any disunion between Captain Moir and myself, I should have had nothing to do officially with either accepting or refusing them as passengers.—(Hear, hear.) But I should have offered my advice most strenuously to Captain Moir that he would have been subjected to a prosecution if he should refuse to take them. But I hold myself personally responsible for everything that was done.—(Cheers.) If what was done was wrong I am willing to bear it.—(Cheers.) If what was done was right, he and I acted together.—(Loud applause.) The *Hampshire Advertiser* says I stepped out of my proper position, and presumed to make myself a diplomatic character—that I was merely a deliverer of her Majesty's letters,—(Oh.) Well, I am not ashamed to be a deliverer of her Majesty's letters —(Much applause and cries of “Well done.”) I have served twenty-eight years under the pennant in my own service, and I am too old to undergo the expense of commanding a ship, even if I had the interest to get the appointment to one. I accepted my present appointment in order to educate my orphan son.—(His nephew. The young gentleman was sitting by his side, and the remarks occasioned a continued outburst of applause of enthusiastic character.) I thank you for allowing him to be present and sit by my side. Although some may blame me for it, I tender you my most humble thanks.—(Cheers.)

“Well, I must speak of Mrs. Slidell. You may be aware that these ladies

were under my charge for three weeks—three weeks of close intercourse on board ship with ladies under your charge, gives you a greater insight into their character and their feelings than casual intimacy on shore. (Hear, hear.) Whatever other people may say of Mrs. Slidell and her daughters, I assure you that so far as my humble judgment goes they were thoroughly well-bred ladies.—(Applause.) Now what will you think of this? When I landed I was sent up to London in a special train. I had previously recommended Mrs. Slidell and her daughters to an hotel in London, believing it to be a quiet hotel, and where they might get apartments *en suite*,—(Hear.) Well, I was sent up in a special train to report the circumstance to the Government. On the day after I had arrived in London I dined with Mrs. Slidell, for on the day on which I did arrive in London I was engaged at the Foreign Office with Lord Palmerston and the Lords of the Admiralty until a late hour. I say, then, that on the day after I dined with Mrs. Slidell. I am somewhat diffident in telling you what took place. You will hardly believe that a gentleman of the Northern States—aye, a so-called gentleman—had called on Mrs. Slidell that afternoon, and as if their feelings were not harrowed enough by being separated from their father and protector, some demon must come to make the rankling in their hearts more bitter by telling them the decision of the law officers of the Crown. He said he came to offer his condolence (?) and to inform them that the law officers of the Crown had decided 'That the seizure of her husband was not contrary to international law!'—(cries of 'Disgraceful, Shameful') Gentlemen, I was enabled to tell Mrs. Slidell—and perhaps you will pardon me if I repeat the expression here—(yes)—that it was a ——— infernal lie! (Oh, and a laugh) for I had just come from the Foreign Office, where I had learnt the decision of the law officers of the Crown—(hear)—and which was diametrically opposite to what the man dared to say—(Cheers.)

"Now, gentlemen, I have only one more subject that I know of, on which to speak. The circumstances attending the gallant Federal Marines rushing with the points of their bayonets at Miss Slidell—(Hear, hear). It was at this point that she screamed, for her father snatched himself away from her—I do not mean snatched himself rudely, but he snatched himself away from her to break the window of his cabin, through which he thrust his body out. But the hole was so small that I hardly thought it would admit the circumference of his waist. It was then the lady screamed. I am charged by Mr. Fairfax, "that my manner was so violent that he was compelled to request Captain Moir to remove me."—(Nonsense.) But when the Marines rushed on at the point of their bayonets—and I believe that it is not necessary that I should make a solemn asseveration that it is true—(no, no)—when they rushed on at the point of the bayonet I had just time to put my body between their bayonets and Miss Slidell—(oh!)—and I said to them—and if Henry of Exeter were here I would ask him for his absolution for it—I said to them, "Back, you——cowardly poltroons."—(Bravo, and capital.) I need not ask you, gentlemen, if I am acquitted of bullying. I bullied no one—(hear hear.) I need not ask you whether you acquit me now. I beg

once more to express my thanks to you for the mantle of your approbation which you have thrown over my shoulders." Captain Williams then resumed his seat amidst repeated applause, but immediately rose again and said—"Allow me one moment. It is sufficient for me that I received such approbation, but it may be satisfactory to you to know that I have received the approbation of my Government.—(Hear, hear.) I received this letter from my immediate chief, Captain Patey.

Southampton, December 3rd, 1861.

"Sir—With reference to your letter of the 9th ult., detailing the circumstances under which Messrs. Mason and Slidell, the Commissioners from the so-styled Confederate States of North America to this country and France with their Secretaries, were forcibly taken out of the Trent, contract steamer, on the 9th of November, in the Bahama Channel, by an armed party of officers and men from the San Jacinto, United States steam-ship of war, I am commanded by the Lords Commissioners of the Admiralty to convey to you their Lordships approval of your conduct whilst acting as Naval Agent on board the Trent on the occasion in question; and also of the judicious steps you subsequently took for making the matter known to Lord Lyons and Vice-Admiral Milne, and other British authorities.

I am, Sir, your most obedient servant.

CHARLES PATEY, *Captain Superintendent.*

Commander Richard Williams, Naval Agent, R.N.

The reading of this letter met with increased applause, and was followed by several toasts.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A MEETING of this Institution was held at its house, John Street, Adelphi, on the 7th of December; T. Chapman, Esq., F.R.S., V.P., in the chair.

There were also present Admiral Gordon, Capt. Washington, R.N., F.R.S., Hydrographer to the Admiralty, Sir Edward Perrott, Bart., Admiral Cator, George Lyall, Esq., M.P., Admiral D. St. Croix, Col. Palmer, and Capt. Ward, R.N., inspector of life-boats to the society.

The Secretary having read the minutes of the previous meeting, rewards amounting to 28*l.* 10*s.* were voted to the Lowestoft and Pakefield life-boats, for putting off on the 10th and 14th ult., and rescuing during heavy gales of wind twenty-nine shipwrecked persons from the barque Undaunted, of Aberdeen; pilot cutter, Whim; and lugger Saucy Lane, of Lowestoft. The Lowestoft harbour steam-tug rendered important service to the life-boat in saving the crews of the pilot cutter and lugger; and her crew of four men were paid 2*l.* by the Institution. It was said that, owing to the very dangerous position in which the cutter and lugger lay during the gale on the sands, if the slightest accident of any kind had happened, or anything had given way, to either the life-boat or steamer, the two latter must, to all appearance have instantly gone to pieces. Captain Joachim, R.N., had gone off in the Lowestoft life-boat on each occasion, and the Institution voted to him

its third service clasp in admiration of his additional gallant services. Mr. John Symons, chief officer of the coast guard was also thanked by the society for proceeding off in the boat.

A reward of 12*l.* was also voted to the crew of the life-boat at Yarmouth, for going off and saving the crew of ten men from the smack *Adventure*, of Harwich, which, during a heavy gale of wind, had stranded off Yarmouth on the night of the 3rd. ult.

A reward of 16*l.* was given to the crew of the life-boat at Caistor for going off on the night of the 14th ult., during a gale of wind, with sleet, and rescuing at great risk of life, the brig *Lively*, of Clay, Norfolk, and her crew of five men. This service was performed with great difficulty, and was ultimately only accomplished with the help of a steam-tug.

A reward of 5*l.* 10*s.* was also voted to the crew of the Castletown, Isle of Man, life-boat, for going off and rescuing the crew of five men from the schooner *Eliza Anna*, of Dublin, which, during a strong gale of wind and a heavy surf, was wrecked off Castletown on the 25th ult. The waves on the occasion rolled in like mountains, enveloping the strand with their foam. Indeed, the gale raged with such violence that it was thought impossible for any human agency to render any succour to the distressed sailors. However, the life-boat did reach the poor fellows, and rescued them just as they were about to commit themselves in their own boat to the boiling elements. The life-boat and her crew were reported to have behaved admirably on the occasion. This valuable life-boat has already been instrumental in rescuing 23 shipwrecked persons.

During the same hurricane the schooner *Eliza*, of Newry, was wrecked in Douglas Bay, when three of her men met with a watery grave during the night. There is no life-boat at Douglas. The local residents urgently requested that a life-boat might be placed here, as they felt confident that on the fatal night in question, she might probably have saved the three men from the lamentable death that overtook them.

Rewards amounting to 30*l.* were voted to the crews of the life-boats at Holyhead, Brighton, Fleetwood, Buckie, and Bridlington, for either going off with the view of succouring distressed vessels or assembling in stormy weather in order to be ready for any emergency that might have arisen.

It was reported that during the last two years the life-boats of the institution had been directly instrumental in rescuing four hundred and eighty-five seamen from a watery grave. Many of these very men were now probably enrolled amongst our patriotic Naval Coast Volunteers. In addition to the important services thus conferred on such a large number of our fellow-creatures, probably one thousand persons have been thus spared from becoming widows and orphans by these valuable life-boat services. Altogether upwards of 12,200 lives have been, since the establishment of the institution, saved from shipwreck by its life-boats and other means, or for rescuing whom it has granted rewards.

A gratuity of 10*l.* was voted in aid of a local subscription for the relief of the widow and orphans of a poor fisherman named John Gerrard, of Burton

Bradstock, near Bridport, who perished on the 22nd ult., while nobly engaged in saving the lives of his fellow fishermen whose boat had been capsized by a heavy ground swell.

The memorial silver medals of the institution to be presented to the representatives of the late Lord Charles Beauclerk, Mr. William Tindall, and Mr. J. Iles, were exhibited at the meeting. They were presented in testimony of the committee's admiration of their intrepid and devoted exertions in attempting to save life off Scarborough during a hurricane on the 2nd of November last, on which occasion they unhappily, but nobly, perished, being swept away by a heavy surf.

It was reported that the collections in the churches and chapels, and from benevolent persons in Ipswich, had realized nearly 500*l.*, the cost of a life-boat station, to be presented to the institution, and it was also stated that one or two of the principal towns of England were following the example of Ipswich, and were raising funds to present to the institution the cost of life-boats to be called after such towns, and thus showing practically that although they could not be on the coast to help in saving life, yet they could provide the means whereby the great work can be efficiently accomplished.

The Dublin and Dundee life-boat committees had decided to place their several life-boat establishments under the control of the institution. At both places their four or five boats will be required to be replaced by new ones.

Drawings of the life-boat and transporting carriage of the society had on application been sent to Constantinople, Hamburg, Marseilles, Bombay, and Santander (Spain), where life-boat societies were about to be established.

An interesting report was read from the inspector of life-boats to the institution on his recent visit to the life-boat stations of the society on the Irish coast.

Payments amounting to upwards of 1,000*l.* having been made on various life-boat establishments, the proceedings terminated.

ROYAL LONDON YACHT CLUB.

At the last monthly meeting December 16th, Commodore Arcedeckne in the chair, Mr. Keen in excellent set terms proposed that an address of condolence should be forwarded to Her Majesty. Mr. A. Crossley having seconded it, the following was immediately prepared:—

“That the Royal London Yacht Club deeply sympathise with Her Majesty the Queen, and the other members of the Royal Family, upon the heavy bereavement with which it has pleased Providence to afflict her and the nation at large.

“His Royal Highness the Prince Consort had for so many years endeared himself to all classes, not more to the noble, the learned, and the good, than to the poor and humble, that we desire to offer Her Majesty and the other members of the Royal Family our heartfelt condolence under this trying affliction, and sincerely trust that the Almighty disposer of events will preserve the life of Her Majesty as a blessing to her people.”

Editor's Locker.

REGATTAS IN THE CLYDE.

Glasgow, December 19th, 1861.

SIR.—It is to be regretted that the reports of regattas in the Clyde, are always so meagre and unsatisfactory. There was a regatta of more importance than that of Bute and Cowal, which you do not notice in your *Magazine*, viz:—The Helensburgh and Row, which took place on August 28th, Sir James Colquhoun of Luss, Bart., was Commodore. Among numerous minor prizes, one of £30 value was offered in a match for yachts of any tonnage, usual allowance of time.

The competitors were the same which had contended the previous week at Rothesay, (Bute,) viz:—Violet, 20 ton schooner; Harriet, 17 ton cutter; St. Kilda, 20 ton cutter; and Swallow, 18 ton cutter. This race was won easily by the Swallow, although her bowsprit was disabled by contact with Harriet at starting, and in the last round was reduced to a two feet stump, the rest of it having been carried clean away into the water along with the jib. In reporting the R.N.Y.C. Regatta at Dunoon, where the Atalanta won by a most obvious *fluke*, it ought, in justice, to have been stated that, in fair sailing, the Swallow proved herself decidedly the fastest of the five competing yachts. She always shot ahead of the others whenever the breeze became at all steady, but the wind, which was at first north-west, after some time died away, and then came out in fitful puffs from opposite quarters. *Except at starting the Banba never had the lead.* The Swallow was third in the start, but soon passed the Ripple, and then the Banba to windward.

At Rothesay, the lightly sparred schooner Violet owed her success entirely to the severity of the squalls, in moderate weather she has no chance whatever against the Swallow, which after all only lost the race by nine seconds, the other two cutters being nowhere. What I have stated can be confirmed by hundreds who witnessed the various contests.

To the Editor H. Y. M.

Yours, A SPECTATOR.

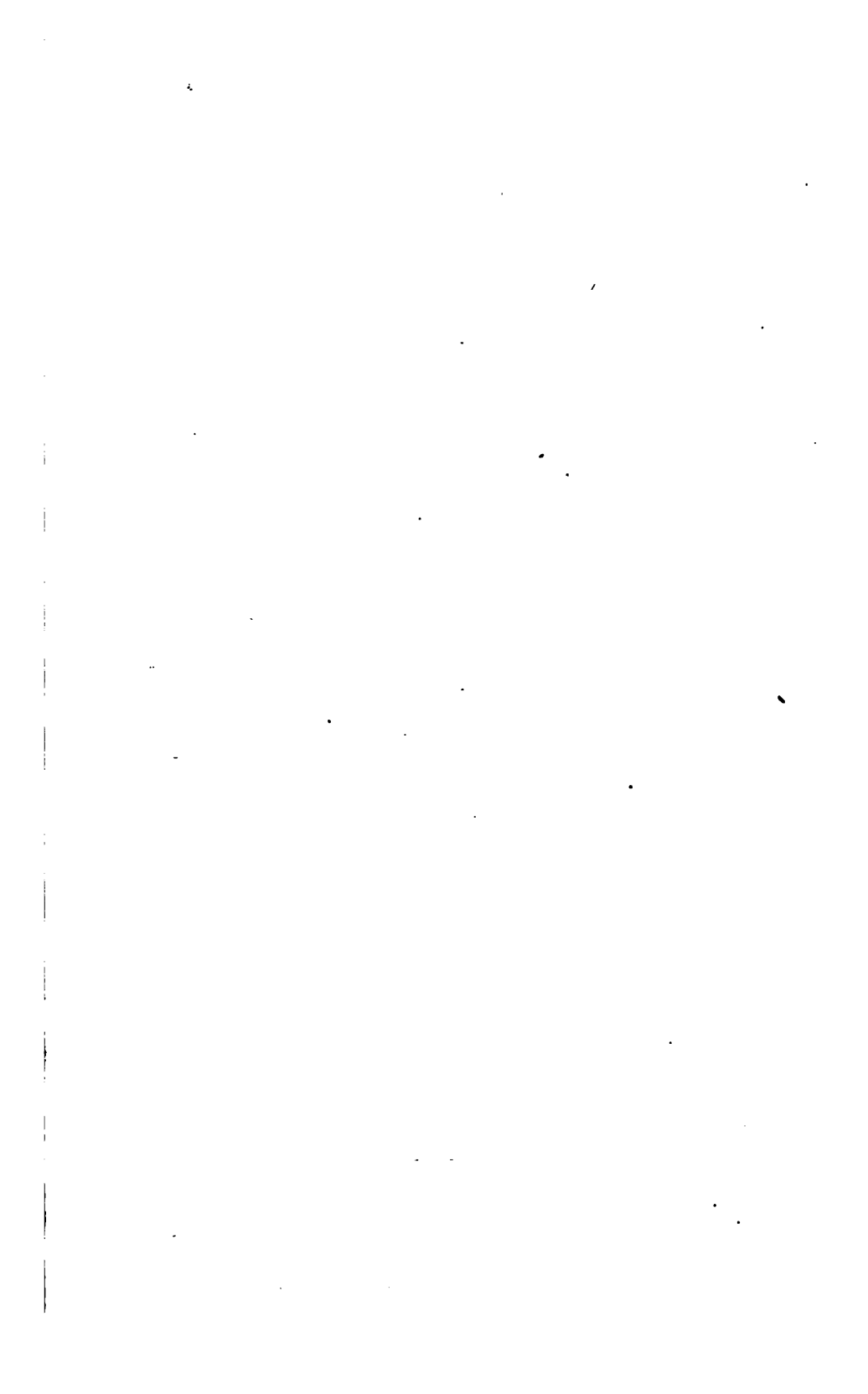
ROYAL WESTERN YACHT CLUB OF IRELAND.

Queenstown, December 10th, 1861.

DEAR SIR.—The "Queenstown Yacht Club" has to-day changed its name to "The Royal Western Yacht Club of Ireland" the Lords of the Admiralty having granted them the Royal Warrant of that Club,—will you therefore be good enough to have the Queenstown Yacht Club withdrawn from your List and the "Royal Western Yacht Club of Ireland" *Queenstown*, in its place. Sir John Arnott, M.P., Commodore. Captain O'Brien, Vice. The flags are viz:—Ensign—Blue, with a Crown in the centre of the field, and a wreath of Shamrock underneath. Buttee—Blue, with the same distinguishing mark.

To the Editor H. Y. M.

Yours, W. D. SNEYMON.





HUNT'S YACHTING MAGAZINE.

FEBRUARY 1862.

YACHTS AND YACHTING,*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XXIII.

THE ground tackle of a yacht will of course much depend upon her size, but it should be selected with the utmost care and attention: it will not do to have a lot of anchors and chain cables and hawsers sent on board, and bent or stowed away just because they happen to be in the shape of the articles required; a due regard should be had in the first place to the proper weights and substances, so that we may not be either uselessly encumbering the ship with unnecessary weight, or finding ourselves in the moment of peril with anchors what will come home, or chain cables that will snap; and in the second place to the workmanship, so that our care in the selection of sizes may not be thrown away by overlooking faulty handicraft.

For the two classes of vessels that I have primarily treated about in these chapters, namely 25 and 50 ton cutters, I will recapitulate what appears to me to be the necessary ground tackle. For a 25 ton cutter: one best, or bower anchor of from $2\frac{1}{2}$ to 3cwt; one second or working anchor of 2cwt, and a kedge anchor of $\frac{3}{4}$ to 1cwt. One chain cable of 60 fathoms made of from $\frac{3}{8}$ to 7-16inch to 9-16 inch link, and one hempen hawser of from 3 to 4 inch rope. For

Continued from page 8.

a 50 ton cutter, one best, or bower anchor of from $3\frac{1}{2}$ to 4cwt., one second or working anchor of 3cwt., and one kedge anchor of from 1 to 2cwt. A chain cable of 90 fathoms made of from $\frac{1}{2}$ inch to 9-16 to $\frac{5}{8}$ link; and a hempen hawser of from 4 to 5 inch rope.

I here insert some tables that may be found useful to yachtsmen when considering the subject of ground tackle.

Table 1.—Shows the proof strain applied to anchors, such as Rodger's, Porter's, Admiralty, and others, in the Dockyards.

Anchor	Strain	Anchor	Strain
Cwt.	Tons	Cwt.	Tons
1	$3\frac{1}{2}$	11	$12\frac{1}{2}$
2	$4\frac{1}{2}$	12	$13\frac{1}{2}$
3	$5\frac{1}{2}$	13	$14\frac{1}{2}$
4	$6\frac{1}{2}$	14	$15\frac{1}{2}$
5	$7\frac{1}{2}$	15	$16\frac{1}{2}$
6	$8\frac{1}{2}$	16	$17\frac{1}{2}$
7	$9\frac{1}{2}$	17	$18\frac{1}{2}$
8	$10\frac{1}{2}$	18	19
9	$11\frac{1}{2}$	19	$19\frac{1}{2}$
10	12	20	$20\frac{1}{2}$

Table 2.—Shows the amount of proof strain applied to chain cables in the dockyards; the weight of the anchors to which they are severally appropriated; and the weight of the cable (with four swivels and eight shackles) per every 100 fathoms.

Size of Chain Cables.	Proof Strain in Tons.	Weight of Anchor used with them.	Weight of Cable per 100 fathoms.		
Inches	Tons	Cwts	Cwts	qrs	lbs
$\frac{3}{4}$	$3\frac{1}{2}$	1 to $1\frac{1}{2}$	9	0	21
$\frac{7}{8}$	$4\frac{1}{2}$	1 to $1\frac{1}{2}$	12	0	0
$\frac{1}{2}$	$5\frac{1}{2}$	2 to $2\frac{1}{2}$	15	0	20
$\frac{5}{8}$	7	2 to $2\frac{1}{2}$	18	3	0
$\frac{1}{2}$	$8\frac{1}{2}$	3 to 4	22	2	21
$\frac{3}{4}$	$10\frac{1}{2}$	5 to $5\frac{1}{2}$	27	0	0
$\frac{7}{8}$	$12\frac{1}{2}$	6 to 8	36	3	0
1	18	9 to 11	48	0	0
$1\frac{1}{4}$	$22\frac{1}{2}$	12 to 15	60	3	0
$1\frac{1}{2}$	$28\frac{1}{2}$	16 to 21	75	0	0

Table 3.—Showing the comparative strength between iron chains and hempen rope.

Mem:—One-eighth of an inch of iron in diameter is more than equal to an inch of hempen rope in circumference.

Size of the Chains	Weight per fathom	Proof Strain	Size of a Rope	Weight of Rope per fathom
Inch	lbs.	Tons	Inch	lbs.
$\frac{1}{8}$	6	$\frac{1}{2}$	$2\frac{1}{2}$	$1\frac{1}{2}$
$\frac{3}{8}$	$8\frac{1}{2}$	$1\frac{1}{2}$	$3\frac{1}{2}$	$2\frac{1}{2}$
$\frac{1}{2}$	11	$2\frac{1}{2}$	4	$3\frac{1}{2}$
$\frac{5}{8}$	14	$3\frac{1}{2}$	$4\frac{1}{2}$	5
$\frac{3}{4}$	18	$4\frac{1}{2}$	$5\frac{1}{2}$	7
$\frac{7}{8}$	24	$5\frac{1}{2}$	$6\frac{1}{2}$	$8\frac{1}{2}$
$1\frac{1}{8}$	28	$6\frac{1}{2}$	7	$10\frac{1}{2}$
$1\frac{1}{4}$	32	$7\frac{1}{2}$	$7\frac{1}{2}$	12
$1\frac{3}{8}$	36	$9\frac{1}{2}$	$8\frac{1}{2}$	15
$1\frac{1}{2}$	44	$10\frac{1}{2}$	9	$17\frac{1}{2}$
$1\frac{3}{4}$	50	$12\frac{1}{2}$	$9\frac{1}{2}$	$19\frac{1}{2}$
1	56	14	10	22

Table 4.—Of chain cables.

Per Fathom	Diameter of Iron	Substitute for a Rope in circumference	Proof Strain	Supposed Tonnage.	Weight of rope substituted per fath
lbs.	Inch	Inch	Tons		
8	$\frac{3}{8}$	4	2		4.32
$10\frac{1}{2}$	$\frac{7}{8}$	$4\frac{1}{2}$	3		
$13\frac{1}{2}$	$1\frac{1}{8}$	$5\frac{1}{4}$	4	20	
17	$\frac{1}{2}$	6	5	35	9.72
24	$\frac{5}{8}$	$6\frac{1}{2}$	6	50	
27	$\frac{3}{4}$	7	8	70	13.23
30	$\frac{7}{8}$	$7\frac{1}{2}$	$9\frac{1}{2}$	90	
36	$1\frac{1}{8}$	8	$11\frac{1}{2}$	110	17.28
42	$\frac{1}{2}$	9	13	130	21.87
50	$\frac{5}{8}$	$9\frac{1}{2}$	15	150	
56	1	$10\frac{1}{2}$	18	170	
60	$1\frac{1}{8}$	11	$21\frac{1}{2}$	200	32.67
86	$1\frac{1}{4}$	$13\frac{1}{4}$	$38\frac{1}{2}$	320	
125	$1\frac{3}{8}$	16	43	500	

Table 5.—Of the weights of tarred cordage.

Weight of Hawseers of 120 fathoms each.				Weight of Hawseers of 120 fathoms each.			
Inch	Cwt	qrs	lbs	Inch	Cwt	qrs	lbs
$\frac{1}{2}$	0	1	4	2	1	1	4
1	0	1	20	$2\frac{1}{2}$	1	3	0
$1\frac{1}{2}$	0	3	13	3	2	2	11
2	1	1	6	$3\frac{1}{2}$	3	1	22
$2\frac{1}{2}$	2	0	5	4	4	0	18
3	2	3	20	$4\frac{1}{2}$	5	0	23
$3\frac{1}{2}$	3	3	7	5	6	2	1
4	5	0	14	$5\frac{1}{2}$	7	3	7
$4\frac{1}{2}$	6	1	22	6	9	0	12
5	7	3	19	$6\frac{1}{2}$	10	1	19
$5\frac{1}{2}$	9	2	2	7	12	0	18
6	11	1	13	$7\frac{1}{2}$	13	3	16
$6\frac{1}{2}$	13	1	11	8	16	0	6
				$8\frac{1}{2}$	18	0	26
				9	20	1	17
				$9\frac{1}{2}$	22	2	9

Table 6.—Showing the weight of 100 fathoms of cable laid rope, from two to twelve inches, with the comparative size of chain.

Size	Threads	Weight.			Chain equal.
		Cwt	qrs	lbs	
2	27		3	26	
2½	36	1	1	8	
3	54	1	3	25	
3½	72	2	2	16	
4	99	3	1	6	½
4½	108	3	3	24	
5	135	4	3	23	
5½	162	5	3	22	
6	189	6	3	21	
6½	216	7	3	21	
7	252	9	1	1	
7½	288	10	2	9	
8	336	12	0	26	¾
8½	378	13	3	15	
9	423	15	2	25	
9½	468	17	0	22	1
10	522	19	0	21	1
10½	576	21	0	19	
11	630	23	0	18	
11½	684	25	0	15	1½
12	747	27	1	23	1½

Much has been written and said about anchors, and since Mr. Pering first commenced anchor reform some fifty years ago we have had many, and various plans experimented upon with a view of producing a perfect anchor: no less than 21 different descriptions of anchors are known at the present time ranging from the simple improvement of Mr. Pering, up to that most ingenious mud-puzzler invented by Mr. Isaacs of the United States. Of all these different plans however three only appear to fulfil the necessary conditions requisite to constitute a genuine good mud hook; these three are Trotman's (formerly known as Porter's Patent) Rodger's and the Admiralty anchor. The Admiralty commenced a series of experiments in 1839, which were continued in subsequent years, with a view of ascertaining the merits of the different anchors submitted to them at various periods; but notwithstanding the amount of information that was, or ought to have been collected under this head; it remained for the Great Exhibition year of 1851 to bring before the Nautical public the question as to whether any, and what, improvements had been made. On 1st of September, 1851, a grand trial took place at the building in Hyde Park between the rival proprietors of Porter's and Rodger's, the experiments were made under the

inspection of W. S. Lindsay, Esq., M.P., the well-known and experienced shipowner. No satisfactory result however was arrived at beyond the fact that the Admiralty anchor, known as Sir W. Parker's, appeared to be much inferior to the two patented "killicks."

There having been various plans of anchors exhibited, this trial gave rise to no little commotion amongst the parties interested; and eventually a memorial was got up by the leading shipowners of London, Liverpool, and Glasgow, requesting that a public trial should take place to test the relative merits of the different anchors shewn at the Great Exhibition. Accordingly in July 1852, a commission consisting, on the part of the shipowners, of Messrs. W. S. Lindsay, Anthony Ridley, Duncan Dunbar, William Drew, George Marshall, and William Phillips; and, on the part of the Admiralty, of Captain Stopford of H.M.S. London, Captain Munday of H.M.S. Waterloo, Captain Charles Hope, of H.M.S. Monarch, the Master-Attendant, Sheerness Dockyard, the Master of the Flag Ship, and Mr. James Tonkin, Assistant Master-Attendant, Portsmouth Dockyard; assembled at Sheerness, and to them we are indebted for the following statistical information.

The following anchors were tried—Trotman's, Rodger's, Mitcheson's, Lenox's, Honiball's, Aylen's, Admiralty, and Isaacs'. The committee considered these anchors after being tested to stand in the following order, the Admiralty anchor being selected as the standard, or unit, a value of 18·17 out of 160, being assigned to it upon trial.

1—Trotman's.....	1·28	·28 per cent superior to Admiralty
2—Rodger's....	1·26	·26 " "
3—Mitcheson's.....	1·20	·20 " "
5—Lenox's.....	1·13	·13 " "
5—Honiball's.....	1·09	·9 " "
6—Aylen's.....	1·09	·9 " "
7—Admiralty	1·	The standard or unit.
8—Isaacs'.....	·73	·27 per cent inferior to Admiralty.

From this it appears that six of these anchors were superior to the Admiralty. Five of these anchors are considered by competent authority objectionable on general grounds, so that we have the trial for relative superiority reduced to three anchors, viz. Trotman's, Rodger's, and the Admiralty, or as yachtsmen may denominate it the "Plain Anchor." The properties essential to a good anchor,

with their "approximate values," were considered by this committee to be as follows :—

1	Strength computed from the first crack.....	15
2	Holding power at long and short scope.....	80
3	Facility of stowage	10
4	Quick holding.....	15
5	Quick tripping	5
6	Exemption from fouling.....	10
7	Facility of sweeping.....	5
8	Facility of transport in boats	5
9	Fishing in a heavy seaway.....	10
10	Canting	5
		<hr/> 160

The trials of these anchors according to the above table gave the following results—

1.—Strength computed from the first crack—value 15.

	Cwt	qrs	lbs	Cracked at	Value.
1 Trotman's.....	21	1	10	51½ tons	2·22
2 Admiralty	20	2	0	48 "	2·07
3 Rodger's	19	0	8	45 "	1·94

Difference in favor of Trotman's over Admiralty 15 per cent., and of Admiralty over Rodger's 13 per cent.

2.—Holding powers at long and short scope—value 80.

1 Trotman's.....	14·44
2 Rodger's	10·69
3 Admiralty.....	6·42

3.—Facility of stowing—value 10.

1 Admiralty.....	1·82
2 Rodger's	1·82
3 Trotman's.....	·91

4.—Quick holding—value 15.

1 Rodger's	2·36
2 Admiralty	2·01
3 Trotman's.....	1·77

5.—Quick tripping—value 5.

1 Admiralty.....	·89
2 Rodger's	·67
3 Trotman's.....	·31

6.—Exemption from fouling—value 10.

1 Trotman's.....	1·85
2 Admiralty.....	·65
3 Rodger's	·64

7.—Facility of sweeping—value 5.

1	Admiralty.....	·95
2	Rodger's	·95
3	Trotman's.....	·29

8.—Facility of transport in boats—value 5.

1	Rodger's	·87
2	Admiralty	·65
3	Trotman's.....	·52

9.—Fishing in a heavy sea-way with present fish hook—value 10.

1	Rodger's	2·19
2	Admiralty	1·98
3	Trotman's.....	·55

10.—Canting—value 5.

1	Admiralty... ..	·73
2	Rodger's	·73
3	Trotman's.....	·55

From these returns it would appear that in three of the most important essentials Trotman's (or Porter's improved) anchor stands A.1.; namely for "strength" "holding powers" and "exemption from fouling."

The Admiralty or plain anchor stands first for "facility of stowage" "quick tripping," "facility of sweeping," and "canting."

And Rodger's stands first for "quick holding", "facility of transport in boats," and "fishing in a heavy sea-way."

From the information thus afforded of the respective powers of these anchors, yachtsmen may deduce the following hints:—

First.—That for a bower anchor Trotman's is the best.

Second.—That for a stream or working anchor, the Admiralty or plain anchor is most suitable.

Third.—That for a kedge Rodger's presents the best properties.

In the year 1859 a new style of anchor was introduced to public notice, called Martin's Patent Anchor: the arms are in the solid, like Trotman's or Porter's, but instead of like them oscillating in the plane of the shank, they oscillated transversely, so that both flukes enter the ground at the same time; Mr. E. Rettig, Walbrook, Buildings, London, is the Patentee and Proprietor of the anchor, and he claims for it the following important properties.

1st.—That it takes hold instantly, no matter in what position it reaches the ground.

2nd.—That its holding power is 100 per cent. greater than the ordinary anchor: 75 per cent. over either Porter's or Rodger's, and 50 per cent. over Trotman's.

3rd.—That whilst its holding powers so far exceeds those of other anchors, it also bears the proportionate increase of strain required.

4th.—That from the nature of its construction this anchor can be tripped and fished much more easily than any other.

5th.—Having no stock, and both flukes being in the ground at the same time, it can neither foul nor become fouled; it can also be catted flat alongside the bow; and being composed of three main parts, can be taken to pieces and stowed away with great facility.

6th.—That being much lighter than any other anchor it greatly lessens labour.

7th.—That it is the cheapest of all anchors.

Having inspected this anchor I feel bound to say, that the properties he claims for it, do not seem incompatible with its form; it appears to be a powerful easily handled anchor, must have great powers of holding, strength combined with comparative lightness, and would seem well adapted for yachts.

Mr. Rettig furnishes a table of the relative weights of the ordinary anchor, Trotman's, and Martin's Patent, which I give an extract from up to 300 tons.

Relative weights of different anchors with ships' tonnage:—

Ships' tonnage	As per Lloyd's List.		Ordinary Anchors, iron stock	Trotman's Anchors, iron stock		Martin's Patent
	Size of Chain	Length of chain.		Cwt.	qrs.	Cwt.
50	$\frac{1}{2}$ inch	120	4	3	0	$2\frac{1}{2}$
75	$\frac{3}{4}$ inch	120	5	3	3	3
100	$\frac{7}{8}$ inch	150	7	5	0	4
150	1 inch	180	10	7	2	6
200	1 inch	180	12	9	0	7
250	$1\frac{1}{2}$ inch	200	15	11	2	9
300	$1\frac{3}{4}$ inch	200	17	13	0	10

By the above table it will be perceived that Martin's anchor possesses the advantage of lightness, combined with the requisite strength, as compared with Trotman's, or the ordinary anchor.

On the 15th of August, 1859, a series of experiments were made upon the sands at Gateshead on the Tyne, to test the comparative holding powers of Rodger's, Trotman's, and Martin's anchors.

These were made in the presence of a number of the brethren and members of the Trinity-House, Newcastle-on-Tyne; together with a number of shipowners and masters, who evinced much interest in the trials.

The anchors were tested in the following manner,—they were laid on the level sand and drawn together by a triple block with a chain fall, and two winches fitted with fly wheels. An anchor of Mr. Rodger's of the weight of 7cwt. 2qrs. 8lbs. was first pitted against one of Mr. Martin's weighing 5cwt. 1qr. 5lbs.: the winches having been set in motion Mr. Martin's anchor at once began to sink, and consequently to grip; by the time Mr. Rodger's had canted, as it must do before it can grip, Mr. Martin's had obtained a firm hold in the ground. The motion of Mr. Martin's anchor gradually decreased as it sunk into the ground, until it almost entirely ceased. Mr. Rodger's anchor on the other hand was drawn rapidly towards it until the blocks met. The ground which each anchor had traversed from the starting point was then measured, when it was found that Mr. Martin's anchor had been only drawn 11 feet 8 inches, whilst Mr. Rodger's had been drawn 54 feet 9 inches.

The succeeding trial was with the same anchors, and their positions were reversed: in the first trial Mr. Martin's anchor had been placed to the westward, it was now placed to the eastward and Mr. Rodger's to the westward; so that no advantage might accrue to one over the other by any peculiarity in the nature of the ground; the same test as before was applied, and with similar results, Mr. Martin's anchor coming home only 10 feet 6 inches, whilst Mr. Rodger's anchor made a drift of 31 feet 1 inch: 4cwt. was then added to Mr. Rodger's anchor, making it 11cwt. 2qrs. 8lbs. to Mr. Martin's 5cwt. 1qr. 5lbs., or considerably over double the latter's weight; even under this enormous disadvantage Mr. Martin's was drawn through a less distance by 6 inches, coming home 10 feet 3 inches to Mr. Rodger's 10 feet 9 inches. 2 cwt. were then taken off Mr. Rodger's when it was drawn home 9 feet 5 inches, whilst Mr. Martin's only drew 4 inches.

The most important trial was next proceeded with. As may be seen from the experiment at Sheerness, Trotman's anchor proved itself, the best known; and one of his was put down against Martin's; the weight of it was 5cwt. 1qr. 11lbs., and a heavier one, it is stated, would have been used were it at hand. At the first trial Mr. Trot-

man's anchor was drawn a distance of 61 feet 9 inches. and Mr. Martin's 7 feet 3 inches. In the second trial their positions were reversed, as in the case of that with Mr. Rodger; the result was that Mr Trotman's made a drift of 32 feet 10 inches, whilst Mr. Martin's drew only 7 feet 9 inches: at this point Martin's anchor became stationary whilst Trotman's was still coming home. 2cwt. was next added to Trotman's, making it 7cwt. 1qr. 11lbs.: with this addition it came home 21 feet 8 inches, whilst Martin's only drew 5 feet 6 inches, and then became steady.

These no doubt were most important trials, and we must look forward anxiously to see how Mr. Martin's anchor performs at sea, as I believe there is not yet any information upon that subject, but if in general work it turns out as well as in its first trials the importance of the invention will be very great. Mr. Rettig claims for Martin's anchor that it has no stock; but in those I inspected at Cowes there was a short curved stock some distance down from where the square would be in an ordinary anchor. With respect to the originality of the invention, as claimed by Mr. Martin, I may be permitted to express my doubts, inasmuch as a Mr. R. F. Hawkins invented an anchor some years ago, with the flukes oscillating in a precisely similar manner, and without any stock whatever, and for which the inventor claimed similar advantages over ordinary anchors. Mr. Hawkins' anchor worked with what he called a "toggle" in the throat of the shank, but which might as appropriately have been termed a sector. Mr. Martin's works with a similar application somewhat differently applied; in fact his sector works somewhat like the upper arm of a Trotman's anchor on the shank, and thus forms a powerful lever. The essential difference however is that Martin's anchor can be taken to pieces and is portable, whilst Hawkins' cannot; so that in point of fact Martin's may be called an improved Hawkins's, the same as Trotman improved on Porter's.

It is strange what an antipathy fore-mast Jacks have to Porter's and Trotman's anchors; whether through awkwardness or carelessness, I know not which, but they are invariably jamming their fingers with the oscillating arms, and many a prayer have I heard uttered *wrong end foremost at the crab claw mud hooks*, as they term them; besides which Jack afloat has his prejudices as well as Hob the ploughman ashore, and not very long since I had a conversation with a very excellent and clever seaman who, notwithstanding any argu-

ment to the contrary, vowed that these new fangled notions were all humbugs, and that there was nothing half so good for the purposes required as the old-fashioned "hold-me-fast" that our fathers used before us. There is no doubt that for yachting purposes no anchor is so convenient or handy as Trotman's, from the facility with which it can be taken to pieces and stowed below when not required : and I see no reason if Rettig's turns out well in actual working why it may not become as much a yachtsman's anchor.

I have written thus much upon the subject of anchors and chains, as I consider them one of the most important departments of a yacht's fit-out; and when cruising, nothing gives more confidence if lying in a strange anchorage, or that a yachtsman gets caught down some deep bay with the wind dead on shore and no room to get underway, than the reflection that his ground tackle will hold the ship as long as there is a plank of her together.

I need hardly say that both anchors and chains should be galvanised, and it is well to examine both before they are galvanised, and also to have them proved afterwards, for it must be remembered always that the galvanizing process weakens iron 25 per cent. Now galvanizing acts the part to the bad or careless smith, that clay does to the ditto doctor, it hides bad work ; so that if there be indifferent welding in a link, or a faulty scarf in crown or shank, when galvanised, all will look like a deceitful apple, fair to the eye but rotten at the core and a deuced bad time to find this out is when you are in dangerous proximity to a wall of cliffs, a ridge of rocks, or a foam covered sand bank. Therefore, before anchor or cable come on board they should be thoroughly tested and proved, and in the tables I have furnished at the commencement of the chapter I think ample data will be found to go upon.

A DAY AT BIRKENHEAD.

AN ACCOUNT of a day's visit which I recently made to the rising city of Birkenhead may possibly interest some of my yachting brethren.

At the landing stage on the Liverpool side I found nothing new among the steam ferry-boats ; those to Woodside cross every ten minutes, and are still those clumsy looking craft they have been for years past, with no separate accommodation for the different classes of passengers, who all, gentle and simple, the wife and daughters of the merchant

prince and the Irish fishwoman or rag gatherer, pay the same fare of a penny, and have the same rights to deck or cabin, whichever the weather may induce them to prefer. Now, as these boats are the only means of crossing the Mersey for all classes by day or night, I wonder that the improving spirit doing so much on both sides of the estuary has not yet turned its attention to contriving something more comfortable for the better classes, so many of whom have their abode on the Cheshire side, and who have so constantly to cross by these boats.

There were the usual number of handsome clipper ships anchored out in the stream for a day or two previous to sailing for distant parts of the world, the finest of them in general for Australia; such ships as are not to be seen in any other harbour in the Kingdom, and specimens of which, the *James Baines* and *Sovereign of the Seas*, when at Portsmouth, chartered by government during the Crimean war to take out troops, caused such a sensation among naval men that crowds of officers of the Royal Navy, and at last Royalty itself went to visit them as marvels and novelties in Naval Architecture. Both these fine ships have unfortunately been destroyed by fire, the *James Baines* in dock at Liverpool, and the *Sovereign of the Seas* at Melbourne, and within a few days the papers report that the *Prince of the Seas*, her sister ship, has also by a strange coincidence met the same fate by fire in the same harbour.

The sound of two guns drew my attention down the river, and there was a large steamer, whose paddles were beginning to revolve, not to cease 'till on the other side of the Atlantic. I also saw one of the pilot schooners under way going out. The old pilot cutters, strong bluff craft of about 60 tons, are being fast superseded by these fine vessels, of which there are now some eight or nine, averaging 100 tons each. The Liverpool pilots do not grudge going to the best builders for them, and two have been built by Ratsey of Cowes, and two by Harvey of Wivenhoe. They are fitted below as handsomely as a yacht, for a Liverpool pilot is making about five hundred pounds a year, and likes to have a fine vessel. Each boat carries from eighteen to twenty pilots, and several of the boats are out day and night at different stations from near Holyhead to the entrance of the Mersey. They are rigged as fore-and-aft schooners, with the forestay to the stem-head, and a running bowsprit with no shrouds or bobstay, and have no channells or projections of any kind outside their hulls, so that in heavy weather when their boat, (and to my surprise carry only one,) cannot live, they can run in their bowsprit and bump against the sides of a ship, when the pilot must show his activity in jumping on board. To distinguish them

at sea all the Liverpool pilot boats are painted white with broad black and yellow stripes.

At Woodside I found the immense new landing stage moored in its place, and we made fast alongside of it. It is not yet quite complete, so we landed at what will be the stage for seagoing steamers, that for the ferry-boats being intended to be nearer to Woodside pier, and not so high out of the water. This necessitated a walk of about a quarter of a mile to the toll-house where the universal pennies are paid, and on egress from which plenty of cabs, omnibusses, and the large convenient carriages of Train's American road-railways are to be found. Turning to the right I took my way up to the Great Float, and walked up the south side of it, passing many fine ships taking in or discharging their cargoes, I noticed a fine large new steamer fitting out for some river in the Brazils, she was very long, drew only five feet of water, and had a deck house fore-and-aft her whole length, which seemed likely to afford roomy and comfortable accommodation for a large number of passengers. About a mile onward, after passing a long row of fine new store-houses for receiving their cargoes immediately out of the ships alongside the wharf, I came to a convenient creek close to a new building for proving chain cables, here I found a snug little party of yachts in their winter quarters, all with their ensigns half mast for the lamented death of Prince Albert. The first was the *Deerhound*, three-masted screw steamer of 190 tons, built a few years ago by Mr. Laird, of the then, new homogeneous steel plates, for the late Duke of Leeds, and now owned by J. Lancaster, Esq., who last season cruised in her in the Mediterranean. Next lay the *Rose Diamond* steam yacht, Commodore Ackers, tender to the *Brilliant*. Then the *Ierne* schooner 60 tons, built last season by Fife for the popular new Commodore of the Royal Mersey, and like her sister yacht the *Rowena* keeping up Fife's character for building flyers. Alongside was the Rear-Commodore's yawl the *Cecilia* 30 tons, she was built along with the *Rosette* schooner, 43 tons, in 1860 at the Canada Works belonging to the great firm of Peto, Brassey & Co., being the first iron vessels built on Jordan's new patent of the angle-iron frames running horizontally from stem to stern-post, instead of as usual vertically from keel to deck; on this plan the iron plates are not cut through and weakened by the numerous cross rivet holes for the vertical ribs, but the horizontal frames running along the overlap of each strake of plates, the same rivets which fasten the rows of plates together fasten them also to the frames, so that Mr. Jordon computes that only half the number of holes and rivets are required in an iron vessel built under his plan, than in one after the ordinary build.

I may state that the owners of these yachts, who were public spirited enough to venture on and bring out an entirely new plan of construction, are perfectly satisfied with its great strength and other advantages, and for the benefit of ship building in general, they will be very happy to allow their yachts to be inspected by anybody wishing to have an ocular demonstration of Mr. Jordan's plan. The Rosette is laid up this winter at Cowes. The only other yacht as yet built after this patent is the St. Kilda, cutter, 20 tons, belonging to F. Powell, Esq., of the Royal Northern Yacht Club, she will probably be lying in their usual winter harbour, the snug Bay of Gourock.

I then continued my walk along the south side of the float, passed the Canada Works, where the iron bridges, engines, and other large iron machines for the great Canadian Railway are made, and where several thousand workmen are employed; here I saw the Diana, schooner, 80 tons, built by Ratsey, and lately purchased by the resident managing partner of this firm, and also a steam yacht belonging to the same gentleman.

About a mile further, for this great float is, I believe, about three miles in length, more like a lake than a dock, and the Birkenhead Model Yacht Club used to have several two-tonners on it, and very good sailing independent of the tides in the river, I came to the swivel bridge near the head of it, and paying a toll of a half-penny crossed to the other side. There were many fine vessels here both sail and steam, laid up or painting for the spring. I walked down about a couple of miles along a strong masonry wharf, which will in a few years be occupied by warehouses and works as yet in embryo. I was told a railway is in project from the float, round Bidston Hill into the salt-producing districts of Cheshire, and so on to the other parts of the Kingdom, this will bring the wharfage room into great demand. I then came to the great yacht Brilliant, 490 tons, which G. H. Ackers, Esq., Commodore of the Royal Victoria Yacht Club, on his return from his cruise among the Western Hebrides last season has sold, but not I was glad to hear to go out of the yacht service; she has been bought I understand by a gentleman who has a residence near Southampton, and is to go to the Thames for alterations in the spring. She is a splendid specimen of a sailing yacht on the largest scale, and with her six large guns on deck, the general remark was, what a fine privateer she would make. Mr. Ackers it is said is intending to replace her with a large steam yacht, to be built in the Clyde next summer. Alongside was the Valetta screw yacht, Mr. Hamilton's, built by Tod and Macgregor on the Clyde.

I here fell in with the active yacht agent, Mr. Canah, who has a screw steamer employed in towing vessels to their different berths in this large dock, she had just brought one up here, and he offered me a passage down the dock to save me about a mile of walking, which I gladly accepted, and getting out at the lock gates, I saw his little steamer take two laden schooners in tow, and in a few minutes start up the float again with them.

I now re-passed the Ferry-house and went to the Woodside Graving Dock Company's yard, where Mr. Clayton, the manager, very kindly took me over the Pasha of Egypt's iron steam yacht, which was in their largest dry dock being lengthened. This is I imagine the largest yacht in the world; I do not know the length of Her Majesty's Victoria and Albert, but I was told the length of this as altered is 494 feet, and with a few feet to spare she nearly filled this very large dock. She is painted outside entirely white with gold. Her upper deck is flush and clear from stem to stern. Aft from her engine room bulkhead, with the exception of two moderate sized cabins, one on each side of the companion staircase, is one immense state cabin, the sides panelled in white and gold with beautiful bouquets of flowers painted on each panel; the ceiling of lozenge shaped plates, porcelain or lacquered, painted by hand with different groups of flowers, and joined by ornamented gilt mouldings; the two rows of pillars which support the deck along the length of this gorgeous cabin are solid silver, with silver branches springing from each for lights, and a solid silver table of considerable size chased with nautical devices, the value of which alone I should not like to guess. The windows or ports at the sides and stern are fitted with various clever contrivances for ventilation, and there was a space of about a foot between the ceiling and the deck above with a ventilating apparatus which sends a current of air through it. She came over with a crew of about three hundred, but most of them have been sent back to Egypt, and about fifty only remain with her. She was built about nine years ago by Mr. Laird, at Birkenhead, and was a present from either our Government, or the Peninsular and Oriental Steam Company. She is being lengthened in a new and ingenious way; the estimates sent in by most of the firms who offered for the contract went upon the plan of taking out the engines, &c., at considerable expense, and lengthening her in the midships; but the successful candidates were able to send in a lower sum, and leaving in situ the engine part of the vessel; paddle-boxes and wheels with feathering floats, they have cut her in two places, before and abaft the engine part, and have put in about twenty-five feet in each section. I conclude she will be finished by the early part

of the summer, when some of us may perhaps be enabled to admire her afloat before her return to Egypt. Her powerful engines are by Maudslay, and work so easily that she steamed herself into the dock without the assistance of a steam-tug, this in the strong tideway of the Mersey must be no mean feat. She has three English engineers. I heard that the Pasha has several other magnificent steam yachts: he is not allowed by treaties to increase his navy, or to build new war ships; so one of his old men-of-war is now on the other side of the Mersey, being lengthened, and in every respect modernized into a new ship.

After thanking Mr. Clayton, I now proceeded on towards Tranmere, passing on my way Mr. Laird's iron shipbuilding works, where one of the new iron shot-proof frigates is to be built. As the day was waning I had not time to ask permission to go through these celebrated works, but I hope to have the opportunity some future time. I saw, however, that they were as usual being enlarged, and more buildings in course of erection.

On the mud in the old corner of the Tranmere creek were the North Star, 26 tons, the Coralie, 35 tons, one of Fife's old favorites, and the Plover, 33 tons, built of teak, by Green of London; cutters which will come out as usual next season. Then past Jones' hotel, which used to be the pleasant summer quarters of the Royal Mersey Yacht Club; but their blue ensign no longer floats from the signal mast here, the portly host and hostess no longer meet the yachtsman after his absence with their friendly welcome, they have both gone to their last home, kind memories attend them. Their name is still to be seen in large letters on the house, but it is shut up and deserted; the "improvements" have sealed its fate as an hotel, and the club have had to seek a distant station at Rock Ferry. The garden with its terrace overlooking the fleet of anchored yachts is now a part of Mr. Laird's building docks, and the new iron-plated frigate will soon be there; the house itself will probably be pulled down, and its site converted to other uses. Crossing the wooden bridge over Tranmere creek I cast my eyes over the Sloyne, and thought of the many times I have been at anchor there. Then going into Bishop's boat-building yard I looked over a very pretty twenty foot sail-boat nearly completed for a friend; she is to come out in the Windermere matches next season, where she must do her best, for there are several others of her class building to compete, in addition to the mosquito fleet already there.

And now the short winter daylight closing in I ended my day's trip without fatigue to myself, may it prove so to the reader.

H. F. R.

CRUISE OF THE DREAM.*

JULY 24th.—Latitude at noon $36^{\circ} 50'$, long. $14^{\circ} 13' 50''$ W. ; barometer 29.30, thermometer 71, symposometer 30.15, set fair; Porto Santo S.b.W., 240 miles. Light airs from the northward, very fine. The squaresail and studdingsail have again emerged from seclusion, and are drawing gently along.

“The sea is like a silver lake,
And o'er its face the vessel glides,
Gently, as if it feared to wake,
The silent slumbers of its tides.”

I have not myself seen a *silver* lake, but I know that if the sea be ever like one it must be in a perfect dead calm, and then how is the vessel to glide? The silent tide may carry her along *with* the waters, but not *through* the waters. Steam was not in vogue at the time, or, at least, was not known as a propeller. The beautiful description is in the same category as one to which I earlier took exception, touching the shark and the dolphin. However, without liking the sea to anything, it is beautifully transparent, and the sails of our vessel are reflected as if we had a coral reef under her bottom. We have a fleet of nautili round us, and we are watching their evolutions; they don't seem to have the power of taking in sail, and when they wish to do so capsize the boat.

Eight o'clock, delicious evening; the wind has fallen almost to a dead calm, but so sweet and soft that if we were a little nearer to Madeira to have the perfume off the land it were almost worth sailing thus far to enjoy it. The stars are beaming like small moons. I have observed this far South and far North, in the West Indies, and at Labrador. What can they be? Are they suns giving light to other worlds; or, a conglomeration of water and luminous vapour and pumice stone? I have read the arguments *pro* and *con* the plurality of worlds, and think both unsatisfactory, especially from analogy. A man must be a clumsy analogist who could not prove the moon to be made of green cheese by analogy. Probably, these stars are for ever performing their mysterious revolutions round the throne of the unseen God, proclaiming His praises in heavenly hallelujahs.

I took the latitude by the North Pole star, and it came out exactly, with our observations at noon. I had not performed the operation for upwards of forty years, but then it was under circumstances not to be forgotten. I had been put when a youngster of fifteen, as prize-master

* Continued from page 24.

on board a Danish ship, laden with oil, to carry her to Gibraltar; the night was as dark as pitch, blowing a Levanter, and I was ignorant of my latitude, and there was a *bete noir* in my track, the Island of Alboran; if I hauled either to the northward or southward, or kept in my course west, I might run into it; in my agony of apprehension, it cleared away for a moment to the northward, and the Great Bear presented himself to my delighted eyes: I ran below for my quadrant, got the altitude of the North Pole star, and ascertained my position. All the stars in the firmament could never have given me the joy I received from this patient constellation, and the pole he was tied to, and if I were to live for a thousand years I should remember the fragment of science, "to find the latitude of the North Pole star." Nothing like a good fright for a nail in the memory.

July 25th.—Latitude $35^{\circ} 37' N.$, long. $14^{\circ} 58' W.$, Porto Santo S.b.W., 150 miles; barometer 30.18, thermometer 74° , aneroid and symposometer, all indicating fine weather.

Passed a French bark, standing for the Straits; he saluted us by hoisting his ensign, which we returned. Our countrymen whom we meet are less courteous, and we pass each other without any *bon jour*. A flight of flying fish, rather far North for them. Fine fresh breeze towards evening; heavy swell all night. In the morning passed two turtle, and soon after made an admirable land fall of Porto Santo just when and where we expected, dead reckoning, timekeeper, sun, and pole star all dovetailing in. We had our latitude by the latter last night at eleven. Bentinck's sight quite exact, mine less so. Were just a thought nervous from twelve till two, as we passed near the possible situation of the Eight Stones, which most probably, however, do not exist at all. Next to marking real dangers on the charts, the best thing is to relieve them from imaginary, which terrify navigators and cause vessels to go out of their course for no purpose. Sending a ship of war to search in the situation of a reported shoal or rock, does almost nothing. Early navigators or incorrect reckoning will constantly cause errors as the exact position of these bugbears; and if a search be made in the place where such are reported, there may be a margin of inaccuracy all round in which the danger may actually lie. I do not see any difficulty in so arranging that every ship of war and every merchant ship clearing out who carried a chronometer should, on a rough diagram of a few degrees of the ocean round any *vigia*, mark their track, and if these were but sent to the Admiralty, or to the Custom House, on their arrival they might be marked off upon an expurgatorial chart, kept for the purpose, in the Hydrographical Office of the Admiralty, and when a

supposed danger were covered over with erasures, it might be removed from the charts, and the ocean allowed to have, thus far, a clean bill of health; it is a shame to disfigure her fair face, and show her up as she now is, "no better than it should be;" shame that the greatest maritime country in the world should not take the trouble of collecting the proofs of the non-existence of these dangers, proofs which are abundantly supplied a thousand times over, but not collected.

Standing along Porto Santo, a confused mass of volcanic hills, tossed about with every imaginable caprice, one black rock leaning in, and another leaning out, as if bowing to it, and here and there a little quaint village dropped from the skies, and dislocated vineyards *dos à dos*. The elevation of the highest of these hills is about 1,600 feet, and the "grey old town" is called Baleria, and seems to have had a church and fort danced into it.

There is a large merchant ship astern of us, going to Madeira, I should think. Two vessels in one day passing Baleria must be an event in that lively capital. It is said they suffer much from want of water, but have some fine marble quarries, and produce a little wine. The valleys may be more fertile and verdant, but all that we could see was of the colour of roasted potatoes.

Passed Porto Santo; and are steering for the Desertas. The name don't promise much. Ten o'clock, p.m., rounded the Southern Deserta. They justify their designation, being barren and miserable, and have not even the fantastic mis-arrangement of Porto Santa. Here there is equal sterility and a tame regular uniformity of shape. 10h. 50m. we passed them all, and have shaped our course for the Salvages, or, as our mate calls them—"the Sal-wages."

Blowing fresh all night, but fair, and a cross disturbed heavy sea. I slept to windward, and it became an interesting question, in the doctrine of projectiles, how far I might, in some heavy lurch, be shot into the centre of the cabin, through the flap or screen which was buttoned up at the side to prevent such a casualty. It did not, however, arrive, and we have been now, at eleven o'clock, walking the deck after breakfast, and expecting every moment to make the Salvages; and, as I hope to have some work to do when we get there, I shall bring up my log before hand. Why do they call last night's waves, mountains? The highest of them is not more than forty feet.

"Her path is o'er the mountain wave."

and Shakespeare speaks of their mounting to the skies and putting out the lightning; but, except the Quakers, we all exaggerate in our language.

We have now got within sight of our destination, and have made our way with much comfort. Bentinck and Murray have the valuable qualification of excellent tempers. The cabin is, as I said, very comfortable, and there are all the contrivances by which the luxuries of London are preserved for our indulgence in the Atlantic. We dine, as I said, at five; Murray and I finish our one bottle of claret, though our hospitable entertainer always suggests a second (he indulging in some complication of seltzer water, &c.) We then go on deck and, with occasional dives below for tea and reading, walk till twelve, under the light—as the moon is gone—of the Great Bear, Orion, and their associates, and a large patch of the milky way, which becomes very luminous as we get to the southward.

July 27th.—We have made the Salvages, as I have stated, and are now standing in; blowing hard. At two o'clock, hauled round the south point into the little cove, where Christian Cruise exclaimed, upwards of forty years ago, "This must be the place!" but the weather looked so wild that Bentinck would not venture to anchor, especially as the glass was falling, and the wind might blow in. However, we got a boat out and went on shore with the guns, and landed in a little cove to the westward of Prometheus Bay, where there was a miserable fishing boat, from Lanzoretti, at anchor, catching fish and drying them on the rocks. The barilla gatherers had erected two huts, a little reservoir for water from drippings, and a zig-zag path up the otherwise impracticable cliff. There were multitudes of rabbits, who fed on the wild tomato, which abounds; and a grey sea-bird, (I don't know the scientific name), very handsome, larger than our sea-gulls, of a rich brown back, with a black border and white under, and a long bill with a spoon end; they lay quietly in their holes, and allowed themselves to be pulled out, only objecting with a jabbering remonstrance. The island is covered with their bones, and it seems that their feathers is a co-production of these islands with the barilla. The top of the Great Salvage is flat and covered with tomato and barilla plants, except in one spot where there is a patch of wild grass of about one hundred acres in extent; and whitened everywhere, as I have already remarked, with rabbits' and sea-birds' bones. The quantity of marine shells in the highest places tell of the upheaving from the bottom of the ocean. Our fishermen friends informs us that the Portuguese may be expected in about ten days, to collect their barilla harvest. The plants produce clusters of pretty red flowers, resembling daisies in shape, on succulent stems, like those of our ice plant. The flowers ripen into a cloved brown berry; the plants and flowers altogether being gathered for burning into ashes.

The night looked so unsettled that we stood off under easy sail. I was awakened frequently by the motion, [and was up early, whilst they were washing decks; a drizzling rain and strong breeze, all looking with the buckets of salt water, as uncomfortable as the rock ahead which we are approaching. Stood into the little cove where the fishing boat lay, and were a little startled by unexpectedly finding the water rapidly shoal from nine to five and four fathoms. Hove to, and Bentinck and Murray went on shore with their guns, and I in the boat with a lead and compass to examine the little bays and select our anchorage. The strong wind without drives a heavy sea round both points of the island, and, although we are to leeward, the landing is bad. The best anchorage I can find is the aforesaid Prometheus Cove; Fisherman's Cove is more sheltered and better landing, but you must anchor too close to the west point to clear it comfortably if the wind set in from the eastward; and, moreover, there is in the way the Two Fathoms Shoal, which gave us a start. The fishermen who came alongside to sell apprized us of it, as well as they could. "Bueno, bueno?" we asked, pointing to the water. "Ci, ci, ci, ci," they replied; and then, pointing towards the shoal, shook their heads and said, "No bueno, no bueno." "Profondo?" we asked, which we thought meant "Deep?" "No profundo, no profundo." "Quanto agua?" we attempted, which was understood by them to ask what depth of water. They held up two fingers and extended their arms twice; and as we knew the full stretch of a man's arms to be six feet, we interpreted them to say there were six feet twice over, or twelve feet, and this we found to be the case.

There was considerable tittering amongst our crew at the clumsy attempts at conversation, and though there is no reason it should be so, yet from the time that bricks were called for, and slime for mortar was handed up, I suspect men laughed at the confusion of tongues.

The island, except on the south side, is surrounded by rocks, above and under water. The safest mode of approaching the anchorage is, coming from the northward, to keep full two miles off the land, till the high northern hummock bears W.b.S. by compass, which will clear the outer N.E. breaker; you may then steer S.S.W. by compass, till the S.E. point of the island bears W.N.W., and having thus cleared with a wide berth all the other shoals on the east side, you may haul into the bay, and anchor half a mile off the shore, in thirteen fathoms in the best ground we could discover, though bad is the best. The water is shoaler in Fisherman's bay, and better shelter and landing, but objectionable for the reasons I have elsewhere given.

July 28th.—Still blowing hard from N.E. : landed with the guns,

Bentinck shot a good number of rabbits, he never misses. The men killed and carried on board as many birds as they were disposed. In the centre of the top of the island is a reservoir, to collect the winter rains, and water courses are made to conduct it; the tank was half full thus late in the summer, and may be reckoned upon as a supply for the shipwrecked, or for visitors, but not in sufficient quantity nor sufficiently accessible for watering a ship: there are dykes of stone built with some labour, to shelter the barilla plants, and collect the sea-birds' feathers. I suspect the barilla trade must be pretty much at an end by this time; there used to be as much as a quarter of a million of hundred weights imported annually into England, for making the carbonate of soda, used in the manufacture of glass and soap, but having now learned to extract soda from sea salt, the barilla traffic must shut up.

The cliffs round the Great Salvage are very striking, and broken into all sorts of wild forms; on the north side, which is the highest, and from which the reefs and little tributary islands, or rocks are all to be seen; the upright walls, three or four hundred feet high, with the sea roaring below, are very picturesque; on the S.E. side, over where Capt. Vidal marks "good landing," and which at this moment, with an easterly gale, would be indifferent landing for a sea gull, there is a splendid conglomerate rock, rising about three hundred feet out of the sea, with a basaltic stair descending behind it on to the beach.

Got a supply of fish, as we returned on board, from our Lanzoretti friends. Their meagre catch here indicates both their poverty and their industry. To come so far and work so hard for such a return, risking their lives in a crazy boat of twenty-five or thirty tons, with a hay cable and rigging that would scarcely hang a cat—worthy descendants of those who sent the adventurous Genoese to circumnavigate the globe in a flotilla little better.

The ship which bore Columbus and his fortunes, and the second in command, the Pinta, were each of them one-fourth smaller than the Dream, (150 and 120 tons, as well as I remember,) and yet in these cock boats what was there not accomplished? "To Arragon and Castile Colon gave a new world." I saw this on a plain slab in the church at the Havannah. Can all the monumental glories of Westminster Abbey be compared to it? The Pinta did more for Arragon and Castile than the Salvador del Mundo, and the St. Juan, and the Santa Anna, and the Santissima Trinidad, and all the saints in the calendar bristling with cannon three hundred years later.

Stood close in under the land to eat dinner in smooth water. After the completion of this act, on returning to the deck, Bentinck said, "I

think it bad fun knocking about here, and unable to land our tools or anchor; had we not better run down and see Teneriffe, and have the rough weather out at Santa Cruz?" Agreed *nem. con.*

"Put the helm up! Keep her S.S.W.! Hands make sail! Up square sail and studding sail!" Bentinck makes a sign to the mate, and off we start.

"Nods a new signal, and away we go!"

Midnight.—Lovely, mild weather; the wind has fallen, and we are slipping away before it. "In such a night as this Medea gathered the enchanted herbs," &c., but what was this, or all the poetry of Lorenzo and Jessica, to the fact that "in such a night as this," the heroic Admiral, on the deck of his little caraval, paced to and fro with the Comptroller of the Expedition, and the Page of the Queen's household, Manuel Gutterirz, watching the first light of the new world, which ever broke upon European eyes; but though he walked the deck till day, I need not do so, but may retire to a better cabin than that of the immortal Colon, and go to bed, and reserve till morning anything I may have to say about the Great Salvage.

Eleven a.m.—In taking leave, for a while at least, of this dismal island, I don't think I have anything to add to my notes. The crags with topling lava crowned, and the roar and break of the sea against their bases, has been already noticed, as if Neptune was impatient of the whole affair and wished to abate the black nuisance altogether. The rabbits and sea-birds have also been under consideration. The way in which our boat's crew pursued and caught the wounded creatures, as they tumbled down the face of the rock, was rather alarming. I could neither look at, or look away from, one young fellow, who was edging down over a fall of five hundred feet with a perpendicular drop, and a raging, boiling sea below, ready to receive him; and when, with my own head dizzy, I called upon him, loudly and peremptorily, to come back, he did so very reluctantly, and thought it a great pity not to secure the animal.

We had walked over—though we could not probe—the beach which Christian Cruise and I had trodden forty years before, and I observed that the action of the seas and the washing of the cliffs, and, probably, land slips, had so changed the appearance of the place, and so few spots remain for digging, that I am much afraid if the schatz were ever there, it will slumber till that day when the sea shall give up her dead and the Great Salvage her dollars.

July 28th.—Standing in to make Teneriffe, had seen the land through the haze, but not the Peak, which usually hides her head except

in the clearest weather. Latitude at noon, $38^{\circ} 49'$; barometer 30.10, thermometer 95° .

Two o'clock.—Made Teneriffe; but, as usual, the haze hanging over the top of the hills, so that the houses and the break on the beach were first seen.

Felt little wind towards evening, and we were drawing closer into Angada Point than we liked, but at sunset a fresh breeze sprung up, and we rounded the aforesaid point, and got upon the Bank of Soundings, which extends to a short distance all round the south coasts of the island, so that you may anchor anywhere, and the closer in, if you mean to ride out a gale, the better, for the high cliffs beat off the wind if it blow on shore, and the back water from the sea-breaking on the rocks, will cause a ship to ride with a slack cable, when one might fear for her safety.

Got on the Bank of Sounding accordingly, and steered along by the lead. It had fallen quite dark, and the high hills threw us in the shadow.

Guided along by the lead and the lights of the fishermen, who anchor their boats at the edge of the Bank of Soundings, and light a fire of pitch pine at the head and stern to attract the fish, leading us along as if we were sailing down Oxford-street. At ten o'clock, anchored in a little nook under the signal post, close to the hut of a fisherman, illuminated by the fire in which he was probably frying horse mackerel with garlic and oil for the supper of himself and his dusky offspring.

Up early, and what a splendid sight! The hills rising thousand of feet over our heads, and crowded one on top of the other, a pretty little red-roofed village ahead of us, and Santa Cruz in the distance glittering with its spires and batteries and white houses.

At Porto Santo and the Salvages nature seems to have worked her combustion underneath, and left the expelled matter to cool in any shape it pleased—here, as if enamoured of her *chef d'œuvre* (the noble comical peak), she produced myriads of others of the same pattern, and placed them back to back, and side to side, till the result was the goodly island of Teneriffe. Most of these hills are covered with some sort of dwarf green shrub, which we were not near enough to distinguish, but which furnished the scenery very agreeably; and the valleys were green and wooded, with houses and patches of cultivation dotted about in such disorderly fashion as if they also had been thrown up from the bowels of the earth, and had been the hamlets of some earlier world.

(To be continued.)

SKETCHES OF NAVAL LIFE.*

BY AN OLD SALT.

CHAPTER XVII.

I CAN safely assert that no poor fellow under sentence of death could feel more utterly miserable than I did, from the time I was ordered into the first lieutenant's berth until seven o'clock came. It is very true I sought for and found an opportunity of speaking to *boy* Bob in the interval for just one moment, but that youth was clothed in mystery in more senses than one; for, on my asking *him* most earnestly to say what was up, *he* affected quite a patronising air towards me, telling me not to be afraid, for "he'd gone and begged me off;" and *he* then coolly walked off, thereby adding insult to injury. I didn't dare to say a word to Jem Bentley, who told me "He'd seen his missus, and she'd given him sarse when he ax'd hur where hur wor at dinner time."

However, at seven o'clock sure enough come *boy* Bob, with a serio-comic smile on *his* face, to tell me Mr. H—— "vos a waiting of me." So I fain had to go, and went forthwith, wishing *boy* Bob and myself sunk to the bottom of the sea. As soon as I entered his berth, the first lieutenant rose up and begged me, in a mock polite sort of way, to be seated, which I declined; he then said, sneeringly, "I have done myself the *honour* of requesting your presence in my berth, young gentleman, that you may hear my last request to you, as concerns myself as an officer and gentleman, more especially as it will enable you to complete the ruin you have entailed on me by your wanton breach of all the rules of the service, and total absence of all principle of conduct. This, sir, is my commission as a lieutenant in his Majesty's service; I, at least, am wholly unable, from pure shame, to surrender it to Captain D—— with the entailed necessity of explaining the reasons for so doing. You, sir, who are the originator of this disreputable affair, are alone worthy to terminate it, by giving the captain a full account of why, through your instrumentality, I am compelled to request I may be placed under arrest and tried by court-martial, for *your* breach of duty and decency!"

To say that my breath was taken away, or my hair stood on end, when this phase of the affair stared me in the face, was to say, but half what I felt in reality; I fairly shook in my shoes, and bursting into a paroxysm of tears and sobs, I begged of him not to send me to the captain—to do anything *but* that, to masthead me, thrash me, tell the cap-

* Continued from page 17.

tain *himself*, but, oh, for my sake, not to send *me*. The blow I got on the head (to use a bad pun) stared me in the face, and I would rather have walked overboard than do it. I believe, in my agony, I went down on my knees to him, for I am sure he said, "Confound you, get up, sir; don't you think it's enough, you whelp, to palm a woman on me as a man, and thereby produce causes that had the effect of throwing her into my arms, but you must be embracing my knees. By George, if you were a lad of mine I'd flay you alive! What *am* I to do, do you you hear, you mischief-making jackanapes you, eh? What's to be done, the boy's a girl you know, he, that is, she told me so himself, herself, I mean, and I beat him, her, that is, too—and then she threw herself on my, hem, protection, and altogether it's a devil of a mess, and what I'm to do I can't conceive. Confound you, will you say something, or I'll put you past speaking by strangling you?"

Thus urged, I blubbered out as I best could, "If you didn't say anything about it, sir, he could go into the main-top in his husband's, that is, brother's—you know what I mean, sir,—watch, sir."

This speech had the unhappy effect of adding fuel to fire, for he at me like fury for it. "Well, confound your impudence, so you *do* want *him*, that is her, in the main-top chest again with you, eh,—do you, you little wretch:—you perhaps think I don't know all about it, and the hole you peep through on deck, eh! and the way you and he, she, that is,—bother her, I shall never be able to distinguish her sex, in speaking at least,—lived there, sir, literally lived there, sir, from Plymouth to Portsmouth, sir, and I praising you for being so much up aloft too. By George, a pretty fool you've made of me; and then, after getting her on shore, to have the barefaced impudence to smuggle her on board again, and pass her off to *me* as Jem Bentley's brother. I can tell you what, if I don't get you kicked out of the service like a dog, and Jem Bentley flogged within an inch of his life, my name's not H——, that's all."

Oh, oh, thinks I, my friend is actually jealous of me, boy as I am, so I'll go on another tack with him, and accordingly, I said as demurely as possible, "Please, sir, couldn't she be your *boy* for the rest of the voyage, sir, and only you and I would know anything about it, because she need not tell her hus— brother, I mean, anything about it, and I'd never breathe a syllable about it to a living soul, sir?"

Well this was a poser for him, and he stood cogitating in his own mind a good while, and at last he said, "Well, my little fellow, you are a most consummate pander to vice I must say; and so you wish me to keep another man's wife about my person, as a boy, contrary to

decency and discipline, and to place myself at the mercy of you, Jem Bentley, and *boy Bob*. Umph, ah, well, no—go to the devil out of this, sir, till I think about it; and until I send for you again, see that you become deaf, dumb, and blind, as to this business. Go, sir, and send *boy Bob* here!”

Well, thinks I to myself, theologically speaking, this will be a case of a modern Eve tempting man from his duty, or I'm greatly mistaken: however, I went and found *Master Bob*, and told him he was required aft, adding, “You needn't have told him about the top-chest, anyhow!” when the young wretch said, in a petted sort of way. “How could I help it, when he was so sorry for beating me, and so kind arter I forgiv'd him?”

It was pretty plain, terminate how it would, my vocation was gone, and I passed a miserable night, wondering how it would all end. I had the forenoon watch on deck, and as soon as I got into the top, Jem Bentley said, “Please, sir, one of the carpenter's mates has been here a plugging of your hole up, and I've orders to keep the top-chest locked, only ven I wants anything out, so that 'ere young gent (midshipman that is) belonging to the larboard watch, has gone and blowed the gaff on you.” I had a notion, if Jem Bentley knew the real facts, he would have formed another idea on the subject; but I yielded to the pressure from without and was “deaf, dumb, and blind,” according to orders.

Very shortly after this I was ordered down on deck, and when there, to my horror, ordered into the captain's cabin. It seems the first lieutenant had spent as wretched a night as I had, hesitating, in short, between keeping a she boy Bob and his duty. Duty had gained the day, or rather night, and he had made a clean breast of it to the captain, laying all the blame on me, and suggesting that perhaps the best way to avoid an exposé would be to let things stand as they were. The captain had said he would think of it, and ordered him to send for me to appear before him. I suppose I must have looked as white as a ghost, for the fearful frown he had on when I entered the cabin lost its rigour, and a furtive smile trembled on his lips as he said, “Young——please to be seated, and don't be frightened; I am not going to be violent, although I am greatly shocked, and very angry about this anomalous affair; but if you will begin at the very beginning, and end at the veritable end of it, I will, if you speak the *whole* truth, endeavour to look over it, as some compensation for my severity to you a short time ago, so now let's have it!”

Well, I went through the whole affair, top-chest and all, and then I told how the first lieutenant had thrashed *boy Bob*, and how *he* fainted,

and threw *himself*, on recovery, into Mr. H——'s arms; and how *he*, *boy* Bob, had told me Mr. H—— was so kind to *him*, "*he'd* forgiven him (Mr. H.) for beating of *him*," and begged me off from his displeasure." When I got to this part of it, and the pint of wine and crackers, the captain could hold out no longer, but burst out into a most uncontrollable fit of laughter, saying, by snatches, "That was the way he took the sun, was it, ha! ha!—threw the poor devil down to find the longitude, and then, ha! ha! ha! nearly found the latitude by *dead* reckoning from punching her senseless, and restored her meridian altitude by receiving her in his arms: upon my word and honour no bad day's work after all! But, by George, this won't do either, what's to be done, eh youngster? you've got us all into a scrape, and you must try to suggest some way out of it! What do you think of?"

After a moment's hesitation, I said, "If you please, sir, I think *boy* Bob would be much less liable to detection if she was your boy than Mr. H——'s, because you have your cabin all to yourself, and if your own man, Antonio, *did* find it out, he'd never tell, and I am sure I never would, and Mr. H—— dare not, after what has passed you know, sir."

Apple the third was about to be eaten, I could plainly see that, for the captain, after screwing his face into all sorts of shapes to look serious like, said, looking down at his boots, "Well, young gentleman, that certainly is a solution of the mystery which I should never have dreamt of; but it's not a bad idea either; save poor H—— all kinds of blame, eh? *He's* married too, and Mrs. H—— would kick up a deuce of a row if she heard about it, he must be reminded about *that*; yes, certainly, that's a strong point, and then my taking the whole onus on myself, eh! is the true way, if there *is* to be a row about it. But, I say, Master—— what sort of a *boy* is this youth, eh,—respectable—good-looking *boy*, eh?"

I said *he* was very goodlooking; and tolerably steady, and could clean boots and shoes, and sew on buttons, and mend shirts, and in short be generally useful. He studied a bit, and then said, "Tell him to come here *quietly*, and return when I order you;" so I bowed myself out and cut off to find *boy* Bob once more, told him who wanted him, and that he was to go quietly and not call attention to his proceedings. No reply was deigned poor me, but the forefinger of the left hand was laid longitudinally by the side of the nose, the left eye closed, a droll smile covering the right side of the face, and the right eye trembling to a wink, and away went *boy* Bob to the captain's cabin, out of which he re-appeared in about half an hour, having undergone his cross-examination apparently to his own satisfaction, for he passed me with a look of

the most irritating condescension, saying, without even touching his cap, or hardly stopping, "Please, sir, I'm captain's *boy* now, and he wants you in the cabin!"

I certainly began to think the study of human nature rather curiously amusing, and went to the captain again with a misty belief I had wings on my heels, and was converted into a sort of modern Mercury, *nautically* engaged for the *bad* of the service. I've often wondered since, if the captain and first lieutenant thought I did not see through their very transparent manoeuvres; if they did they were greatly mistaken, I know. However, I still acted the dupe, and looked quite innocent of all mental reservations, when the captain said, "Well, young —, I've seen your Simon Pure—makes a smart *boy*, very; but then the duece of it is, her not being a boy. You've done a most thoughtless thing, young gentleman, in smuggling that young person on board, for you must be well aware, sir, if I took official notice of the matter, you would be instantly put under arrest, and eventually dismissed the service; but, wholly on *your* account, I have decided to retain that young person as my—my, what do you call it?—*boy* I suppose; and if you will sit down I will write Mr. H— an ex-official note on the subject, relying on your discretion in preserving complete silence in this affair, which you must do for your own sake." Down I sat, and the captain began his letter. When he had done it, he said, "There I think that will do; I'll read it to you, and if you think it requires anything added, say so without hesitation." It ran as follows:—

"MY DEAR MR. H.—I have seen young — as also your *boy*. I have explained to the first very strongly his wanton breach of duty and of the rules of the service. To the last I could only express my extreme annoyance at her presence in this ship, and the very painful position I was in, in being obliged to expose her sex and put her under confinement. She says to use her own words, 'Jem Bently, and young —, and yourself, *is all* as knows it.' Now, without animadverting on the very false position you have placed yourself in, by firstly beating her into a swoon, then restoring her to life with port wine and crackers, I beg to call to your notice what Mrs. H— would say and think if she became aware that you had kept a young woman as your boy nearly two months. I presume you have not forgotten her very strong expression of anger, if I remember rightly, *not* exactly confined to words, when she became possessed of a letter addressed to you, commencing, 'My beloved H——' and ending, 'So long as de litel stars do shine, Rosa Sambo shall be dine!' Now, to save you from any repetition of such domestic strife, and to place you officially beyond hazard, I have decided, on the strength of my well-known morality of life, to place this poor creature under my own care, as *my* boy, and I beg you will arrange the transfer as quietly as may be, for the sake of all parties concerned:

"To Lieut. H——, &c."

"I am, yours truly, D——."

It has been said that there are some things equally beyond conception as description ; and most certainly both the pen of Hudibras and the pencil of Hogarth would have failed in portraying the various shades of expression in our first lieutenant's countenance when I handed him the captain's note ; for that noble personage, after reading it to me, and gaining my unqualified approval of its contents, sealed it and requested me to take it forthwith to Mr. H——. Away I went with it, expecting to find him on the quarter-deck, but he was in his berth ; so I put a bold face on the matter, knocked at the door and was ordered in. I presented the letter, and was backing out, when he said—"Stay youngster, what is this eh ; it's from the captain ; what's up now?" I simply looked at the note in his hand as the best answer, and he accordingly broke it open and began to read ; and, as he read, his eyebrows first went up to the roots of his hair, and then went down to the bridge of his nose ; his face went pale, then white, then fiery red ; then a most contemptuous smile stole over his lips, as looking me hard in the eye he said—"Are you conversant with the contents of this note, youngster?"

I made a sneaking prevarication by saying—"I am aware it is about boy Bob, sir."

He looked less angry perhaps, than pained, as he said—"Young gentleman, his Majesty's navy robbed the order of Jesuits of one of their brightest lights, shining in *darkness* I mean, when you became a member of it. But no matter, *you* are wholly beneath my notice in this affair ; but I'll teach Captain D——to know that no position as superior officer can, or shall, entitle him to interfere with my, my—in short, family affairs. Confound his assurance ! What a fool I was to tell him about Mrs. H——and that absurd letter. And then his intense bosh about his well known morality. By George ! it's too absurd ; *he* moral, why there's not a woman—But it's no use talking. So he's seen boy Bob, eh—oh yes, exactly so—and decides on retaining him to screen me from Mrs. H——s violence, '*not* confined to words,' too, how kind ; and you, sir, *you* told him about the port wine and crackers, eh ; you know you did ; thank you, *I owe you one*, and by Jupiter, I'll pay you with compound interest before I've done with you ; leave the berth, sir, and be —— to you !" I may as well here observe, that if all debts were as strictly paid as Mr. H——'s, thrice happy is the creditor who gets nothing in the pound. It seems I had no sooner left Mr. H——'s berth than he told the steward he did not intend keeping boy Bob any longer, as he had broken his sextant, but that the captain was going to try him and see what he could make of him.

He then set to work and wrote the following letter to the captain which I saw the next day:—

" Sir.—I have duly been placed in possession of your letter, through the hands of Master —, respecting your intention to retain *boy* Bob as your own servant, I am not in a position to dispute your wishes in this particular, but I am at least authorised to say that I think you by no means entitled to allude to my wife, or *her temper*, the latter, perhaps, however, being pretty much on a par with 'your well-known morality.' I beg leave to add, too, that although boy Bob was my boy for some time, she, that is her sex, was wholly unknown to me, until I thrashed him, or her, for breaking my sextant, a claim upon propriety even your *well known* morality cannot set up, whilst retaining *her* in your service. The discretion I am expected to use in this matter shall be put in practice, happily not *now* called for on *my own* account. With many thanks for the *kind consideration* which has relieved me from so dubious a position,

" I beg to remain, your most obedient servant, H——."

That night I had the middle watch; but before going on deck the captain sent for me by his servant *man*, not *boy*, and *what* a servant he was; he was what all hands combined in calling a "Piar Portegeee," which freely translated, means, in Jack's conception, something between a Malay and a Lascar. He was, in fact, an enigma, a sort of animated silence, coldly civil, quietly observant, apparently slow in all things, but leaving nothing to be required of him that was not done, or ready to be put instantly in practice; he never smiled or looked cross. Praised or cursed by his master, as his varying temper urged him, the same quiet deference of manner met the zephyr and the gale; and if the captain had placed boy Bob at the head of the table, Antonio would have waited on him with the same punctilious observance he would bestow on himself. He was never sick, yet never looked well; he was never dirty, though he looked unwholesome; was never known to fall, or slip, or break anything, if the ship was rolling bulwarks under, and was never heard to speak but to do his master's bidding, or answer a question. Cæsar the black cook said he was "de debil." I said he never fell; neither did he through his own agency; but on one occasion, as Antonio was walking aft from the forecastle, two young foretop-men must needs amuse themselves by holding a rope athwart the gangway, in the line of his passage, whereby he was tripped up, falling heavily on his face; it was stone dark, and sailors are pretty active on their pins, but Antonio was more so, for he seemed to spring to his feet and at the throat of one of his tormentors simultaneously, but his physical powers were unable to retain his hold—the topman shook him off, slewed him round, set his foot against the lower portion of his person, and sent him flying aft with an impetus which set the few men close enough to see it in a fit of uproariness laughter, loud enough to call for "Silence there for-

ward!" from the officer of watch. Short time had poor Brooks for laughing, for, as it seemed, in less than one minute Antonio was amongst the group, and singling out his victim, buried a Malay creese up to the hilt in the fleshy part of his shoulder. The blow was meant for his heart; but the courage of the man in closing in, instead of flinching from the blow, saved his life; and his assailant was instantly seized and disarmed, before he could repeat his aim. The topman was led to the sick bay, and Antonio dragged aft to the quarter-deck; the captain was told what had passed, and officers and men were in no little excitement about the matter.

On the captain's appearance on deck a sufficient number of lanthorns had been forthcoming to throw a faint light on the rigid form and furious features of Antonio, as he stood fast in the gripe of two powerful seamen. His master's first words were, "Let go the man!" and then, speaking to him, he said, "What's the matter Antonio?" For the first time the fierce nature of the man forbade his doing his master's bidding. Speech was denied him; his mouth writhed, his lips quivered, his gleaming eyes glared on each and every one around him till they rested on his master's face, then a look so imploring sprung in them that the captain took him by the hand, and nearly bore him to the cabin door, and closed it on him; and then, returning to the group of men and officers on the break of the quarter-deck, asked what had happened? No one exactly knew but poor Brooks and his coadjutor in the tripping up spree, and he was too afraid to speak out, so the captain said, "Send the doctor here!" The doctor came, and reported the man as recovered from his faintness, and the bleeding much stopped.

"Was he fit to be spoken to?"

"No, it would be necessary to keep him quiet for a few hours."

"Very well, that will do."

"But," said the doctor, "I should like to know if that weapon is poisoned."

The captain gave a start, and bolted off to his cabin, the sentry at the door of which reported the following dialogue:—"Antonio!"

"Sir."

"Is your creese poisoned?"

"No, sir."

"Are you sure?"

"*Sorry to say, sure, sir.*"

"*Thank God!* they can't hang you." And away came the captain back again, and told the doctor the weapon was innocuous. The men were ordered to their stations, and quietness restored.

The next forenoon, the captain saw Brooks alone, and learned the whole particulars of the row, refusing to hear the name of his abettor, and, at noon, the hands were ordered aft, and the captain put the following questions to them:—"Has any man any cause of ill-will or complaint against my servant?" No reply.

Then turning to Antonio, he said—"Had you, before last evening, any ill-will towards any of these men?" "No, sir." "Very well: now, my lads, I have to explain to you that I owe my life to this man's courage, his sagacity, and his creese; no matter how, the fact's the same, and I make it a personal request to you all, not to molest him in jest or earnest, directly or indirectly, as, if you do, and it ends in the shedding of blood, you will have yourselves to blame for it; and," (turning to Antonio,) "I must beg of you to remember that I am your only proper defender here, and not your own fierce passions; therefore the next blow you strike, will for ever destroy my friendship for you. You may go, men, and remember to let sleeping dogs lie, or you may chance to be bitten."

Brooks told Antonio the next day, before a whole lot of men, he was sorry for having tripped him up, and hurt him, and, in token of friendship, held out his hand, meaning to shake hands with him. Antonio clasped it in both of his, pressed it to his heart and lips, laid it on his bare head, and vanished like a wraith; but from that day forth, Brooks was the only man he ever spoke to, and afterwards, when Brooks was struck down with fever, Antonio watched by him like a fond mother over an idolized child.

However, bother Antonio, he has led me into a blood-thirsty sort of digression, when I was about to finish off the story of boy Bob. On my appearing before the captain, he asked me how Mr. H—— had received his letter, and I told him, not very well, but that he was more angry with me than anybody else, and said he would pay me off for it. The captain said I had only to do my duty, and he was sure Mr. H—— would never do anything harsh by me; but that what he wanted me for was this, "You will make it your business, young gentleman, to see Jem Bentley from me, and to tell him that I am fully aware of his relationship to *boy* Bob, and of hers to him, and that if, on reflection, he wishes to claim her as his wife, he has only to do so, and I pledge my honour to do all I can to save him from the severe penalty he will entail on himself, and you too, for the gross violation of the rules of the service you have both put in practice. If he resolves on this measure, he is to tell you his intention, and submit to any consequences I am unable to ward off him; but, on the other hand, if this person remains in '*statu*

quo, it will save much painful exposure to all parties, and I shall make it my especial business to see that neither he nor his wife suffer in any way from the arrangement."

Well, on my arrival in the maintop, where it seems orders had been left by the first lieutenant to send me, let it blow high or low, when it was my watch on deck, I took Jem Bentley up to the topmast cross-trees, and there and then frankly told him how everything had come to light, how the first lieutenant had told the captain, and how the captain had taken her from the first lieutenant, and ordered me to make the above offers, leaving him to choose either way, as he best liked, and, in whichever way he decided, he, the captain, would stand his friend. It was rather curious to see how well Jem Bentley came to what many men would feel a difficult point to decide on, for he said, after a little thought, "Well, I guessed the murder was out to-day; but captain's a gentleman, he is, anyhow, and I believes every word he says. But this here matter oughten to rest wi' me; its hur as should settle it. So, sir, with your leave I'll shin down on deck and ex her if she's for sailing under false colours as captain's *boy*, or coming furrid like a 'onest woman."

I gave him leave to go below, and in about half an hour, or rather better, he returned and said, "Now, sir, I ain't agoin' to ex many kestions, but only this here—Does you, as has had your broughten up among high folk as knows amost every mortal thing but a whessel—does you, I exes, knows what a 'oman's made out on?" I said flesh and blood I supposed, when he added "'Xactly so, but that's not the tack I's a sailing on; I wants to know what her mind's made on, I do. Talk about the horse latitudes, when your jibs will be all full one way, and your aftersails all aback the 'tother; talk about the sun in some hot places turning ships' keel up, and liftin' of um out of the water with what the larned calls rarefaction, or seeing land out o' clouds, or a dolphin a dying all colours at once:—I means to say, and I'll swear it, not all on um put together can change, and vere and haul, and box the compass, and *look* white and *feel* black, like a rale bootiful deceitful 'oman!"

I asked him what had passed,—had he seen his wife, and what conclusion she had arrived at? He said, "Oh, yes, *she did me the 'onor*, as you gentlefolks calls it, to speak to me, and werry pretty spoken she was I must say; I exed her fust how the first lieutenant had a found her out, and she says; says she 'Jem, that's nuthin' to you; he did, and hacted like a gentleman and behaved as sich, and told the captin as I wornt a boy, and the captin sent for me, and he says to me, ses he, 'My lad, you're a girl I hear,' so I hangs down my 'ead and ses, I believes

so, sir; and he says—'Believes, you'll have to decide on it at once, you *are* a woman, arn't you, eh?' So I begins a crying, and he smiles and says 'There that will do, and now leave off crying, and listen to me; you've done a very foolish thing, and you must no longer be Mr. H—'s servant, but had better stay here till I can arrange about you,' and then he sends me for young Master —, and I guesses, you knows, the rest, Jemmy.' Well, I told her all, as you told me just now, sir; and I told her, moreover, nor that, if she'd some furr'd like a man, a 'onest 'oman I means, I'd stand as much floggin' for her sake as a plantation of niggars, but she said it would break her heart to see me flogged, and then her'd got no femeline togger, and then you'd be sent to the hulks or somever's bad; and Mr. H——, he'd be broked, and so she thought as how she'd better not go and expose of her sex to all hands, and cause sich a row fore and aft. And so you see, sir, its as plain as a spy-glass she's for being cabin passenger; and if you only knowed how I loves her, and how many battles I've foug wi' fellers for only looking slant-ways at her, and how she said as all other men was worse nor dirt in her eyes, but I was *her own Jemmy*, you'd feel as broke up, and stranded, and wrecked as I does!"

Here poor Bentley yielded to the force of nature, and sobbed aloud, so I whispered to him, "Don't be a fool, I'll make it all right, hold on a bit;" and away I went on deck and straight to the captain's cabin, and asked the sentry if he was turned in, and he said, no, he thought not, so I went and found Antonio, and asked him to say I wished to speak to the captain. I was ordered in, and told the captain exactly what had passed, and in what sort of state I had left poor Bentley. He went very red, and then rose up and walked across the cabin, and stopped before me, and said, "Young —, go you to Bentley; tell him *I*, and not his wife, am the best judge of what is proper in this matter. She must at once assume her proper sex and position, and as to clothing, my shirts will make her dresses, if spliced together, I suppose; but, at any rate, she shall be acknowledged as his wife, and cease to be an object of doubt and dispute, either as respects herself or any one else. That man's singleness of heart is worth a king's ransom, and very distinctly places him more than on a par with any of us in this transaction!"

The result was, my returning to Bentley, feeling very little of myself, and very greatly of the captain, and telling him how our most noble commander had decided the matter. I could not but laugh at Bentley's conclusions. After nearly shaking my hand off, he said, "Didn't I tell yer he was a out-and-out gentleman. I hopes he'll flog

me tho', and get it all over, I don't mind the lash; I've had it afore for getting how-cum-you-so, when I was left boat-keeper in the pinnace! So you may tell him he'd better tie me up and sarve me out; for as sure as my name's Jem Bentley, and I gets Mrs. B. ashore, I'll sarve her out. Well he's a man as is a man, cause he respects another man's rights, so tell him it is the best way to order me for punishment, and then hand over my wife in token its all settled!"

Well, the next day at noon, these things came to pass in some measure, for Jem Bentley was seized up for punishment, and *did* get some few lightly laid-on lashes; but his penitent wife rushed to the rescue, and clinging to him in a perfect agony of affection, pleaded so strongly for his liberation and pardon that she gained both; and in twelve hours from that time a subscription of shirts and sheets, from all quarters, came forth sufficient for her decent appearance in female attire.

I had the ill-luck to be blamed for the whole affair, and put under arrest till further orders.

(To be continued.)

A NIGHT ON THE GOODWIN SANDS.

"God have mercy upon the poor fellows at sea!" Household words these in English homes, however far inland they may be, and although near them the blue sea may have no better representative than a sedge-choked river or canal, along which the slow barges urge a lazy way. When the storm-reek darkens the sky, and gales are abroad, seaward fly the sympathies of English hearts, and the prayer is uttered with perhaps a special reference to some loved and absent sailor. It is those however who live on the sea coast, and watch the struggle going on in all its terrible reality,—now, welcoming ashore, as wrested from death, some rescued sailor,—now mourning over those who have found a sudden grave almost within call of land, that learn truly to realize the fearfulness of the strife, and to find an answer to the moanings of the gale in the prayer;—"God have mercy upon the poor fellows at sea!"

This lesson is perhaps more fully learnt at Ramsgate than any other part of the coast. Four-fifths of the whole shipping trade of London, pass within two or three miles of the place, between fifty and a hundred sail are often in sight at once: pretty picture enough on a sunny day, or when a good wholesome breeze is bowling along; but anxious, withal when the clouds are gathering and you see the fleet making the best of its way to find shelter in the Downs, and a south-westerly gale moans

up, and the last of the fleet are caught by it, and have to anchor in exposed places near the Goodwin Sands.

We go back a few years, and select the events of that night for our article, because, perhaps, never before or since, did men and boat live through such perils as the Ramsgate life-boat crew then encountered; and because, moreover, they seem well to illustrate the dangers connected with the life-boat service on the Goodwin Sands.

The day in question had been very threatening throughout, it was blowing fresh, with additional squalls from the E.N.E., and a heavy sea running. The men had been on the alert all day, but there were no signs of their services being required. Still they hung about the pier till long after dark. At last many were struggling home, leaving only those who were to watch during the night, when suddenly some thought they saw a flash of light. A few seconds of doubt, and the boom of the gun decided the point.

At once there was a rush for the Northumberland life-boat, which was moored in the stream, about thirty yards from the pier. In a few minutes she was alongside. Her crew was already more than made up. She was over-manned and the two last had to turn out. The cork jackets, in accordance with the regulations of the National Life-boat Institution, were on each man in the life-boat; the men were in their places, and all ready for a start in a comparatively few minutes. They had not been less active in the steamer, the *Aid*, which was to tow the life-boat out, and in less than half an hour from the firing of the gun she steamed gallantly out of the harbour with the life-boat in tow.

Off they went, ploughing their way through a heavy cross sea, which often swept completely over the boat. The tide was running strongly, and the wind in their teeth; it was hard work breasting both sea and wind in such a gale; but they bravely set to their work and gradually made headway. They steered for the Goodwin, and having got as near as the breakers as they dared take the steamer, worked their way through a heavy head sea along the edge of the sands, on the look out for the vessel in distress. At last they made her out in the darkness, when the steamer slipped the hawser of the life-boat, and anchored almost abreast of the vessel with about sixty fathoms of chain out. There was a rolling sea, but much less than there had been, as the tide had gone down considerably. The life-boat made in for the brig, carried on through the surf and breakers; and when within about forty fathoms of the vessel lowered her sails, threw the anchor overboard, and veered alongside. She proved to be a brig belonging to Lisbon.

On reaching the vessel they found the Broadstairs life-boat under her

lee, and her crew of five men on board the vessel. The officers and crew of the ship would not leave her at first, although it was evident she could not be saved. The life-boats remained by her until 2h. 30m. a.m. when she filled and began to break up. The Broadstairs life-boat being damaged and disabled, her crew together with that of the brig, numbering eighteen in all, were then taken into the Ramsgate life-boat, which with her load of thirty-one persons, including her own crew, and with the small damaged life-boat in tow made sail through the broken water across the sands in the direction of Ramsgate, having failed to discover the steamer which had been for hours cruising up and down the edge of the sands, vainly searching for the boat. Striking heavily on the sands, the life-boat came in contact with the Broadstairs small boat, and completed her destruction; but driving safely over the shoals herself, she finally arrived, together with her living freight, safe and sound in Ramsgate harbour.

The master of the steam-tug, Daniel Reading, having lost all trace of the life-boat lay-to until daybreak, under some anxiety for her safety, when he returned to the harbour, where to his great joy he found them all safe and right.

The captain of the life-boat, James Hogben, was chosen for that responsible position for his fortitude and daring, and well he sustained the character that night, never for one moment losing his presence of mind, and doing his utmost to cheer the men up. The crew consisted of hardy, daring fellows, ready to face any danger, to go out in any storm, and to battle with the wildest seas; but that night was almost too much for the most iron nerves. The fierce freezing wind, the darkness, the terrible surf and beating waves, and the men unable to do anything for their safety; the boat almost hurled by the force of the waves from sand-ridge to sand-ridge, and apparently breaking up beneath them each time she was lifted on the surf and crushed down again upon the sand, besides the danger of her getting foul of any old wrecks, when she would have gone to pieces at once,—how all this was lived through seems miraculous. Time after time there was a cry, "Now she breaks, she cant stand this—all over at last—another such a thump and she's done for!" and all this lasted for more than two hours, as, almost yard by yard for about two miles, they beat over the sands.

Hogben, who was a fine stalwart man standing 6 feet high, has been completely disabled by his fearful daring service as coxswain of the Ramsgate Life-boat. Has England no Victoria Cross—no pension—for men who have thus sacrificed their health in saving in life-boats scores of their fellow creatures from the jaws of death?

This narrative will do its intended work if it teaches the reader to any greater extent the nature and danger of the life-boat service, and to give a deeper meaning to the prayer which you are tempted to utter as the storm moans and howls over your head, "God help our men at sea! Especially will it serve its end if it persuades you to gain this consolation that while perhaps you lie warm and safe in bed listening to the storms, viz: that you have a part in the work that may even then be going on by one of the life-boats of the National Life-boat Institution on some part of the coast. It will serve its end if, while you imagine the wrecked vessels, the drowning sailors, and the life-boat manned by brave fellows, battling out to sea in the storm and darkness, speeding upon its errand of mercy, you may be able to feel that it is owing to your exertions, in conjunction with other contributors to the National Life-boat Institution that foreign sailors can bear the noble testimony to our country which the captain of a foreign vessel once did bear when he said, "Ah! we may always know whether it is upon the English coast that we are wrecked, by the efforts that are made for our rescue."

The Ramsgate life-boat is the property of the Ramsgate Royal Harbour Commissioners; she was built by Messrs. Beeching and Sons, of Great Yarmouth, from their model which gained the prize of £100 given in 1851, by Vice-Admiral the Duke of Northumberland, President of the Royal National Life-boat Institution. She has, since 1852, been instrumental in rescuing the lives of nearly two hundred persons from various shipwrecks on the Goodwin Sands and elsewhere.

We are indebted to the distinguished marine painter, E. W. Cooke, Esq., A.R.A., for the accompanying beautiful sketch of the services of the Ramsgate life-boat on this particular occasion. Mr. Cooke has for some years past taken considerable interest in the success of the important and humane objects of the National Life-boat Institution.

ROYAL WELSH YACHT CLUB REGATTA.

[We are indebted to a friendly correspondent for the following account, it having been omitted.]

THE regatta of this club had additional interest attached to it from the fact that H.R.H. Prince of Wales, Patron to the club, had presented for competition a very valuable and particularly elegant silver cup or vase.

Unfortunately owing to the prevalence of strong and adverse winds, succeeded by almost a calm on the night immediately preceding the regatta day, very few yachts were able to reach the anchorage.

The new schooner *Ariadne*, by Harvey, 87 tons, G. Higgins, Esq.; *Peri*, cutter, 82 tons, R. Hesketh, Esq.; *Storm*, cutter, 36 tons, J. Graham, Esq.; *Laura*, cutter, 20 tons, Captain Bulkeley; *Bijou*, 11 tons, T. H. Kane, Esq.; *Circe*, cutter, 15 tons, Rear-commodore Turner; with the *Cecilia*, yawl, 30 tons, Rear-commodore of the Mersey Yacht Club and a good sprinkling of smaller clippers, made a fair show. The presence of H.M.S. *Seamew*, and *Goshawk* gun-boat, the former being flag-ship, both handsomely decorated, and the active assistance of Capt. Inglefield, R.N., C.B., very prominently added to the success of the regatta.

The wind was W. to W.S.W., and plenty of it at times, which with the entry of Ratsey's *Peri* and Fife's *Storm* rendered it doubtful if the qualified number could be got together, notwithstanding the great exertions of the Rear-commodore, L. Turner, Esq., Mayor of Carnarvon (thrice elected.) He as a last chance placed the position of affairs before the owner of the *Cecilia*, yawl, just then about to embark a fair freight for a sail, and to witness the match, and with such good result that at 12h. 10m., the *Cecilia* was at her station and at 12h. 18m., the magic three were started.

Peri carrying second topsail and jib, started at once, having head sails up and gaining impetus directly; she maintained her position to windward of the tide, and sailed a plain course out of the harbour. Not so *Cecilia* and *Storm*, who waited the last gun fire ere head sails were touched, and before they were set the little barkies had been kissed by the strong tide across which they had to tack twice, the last time placing them in line, but several minutes astern of *Peri*; *Cecilia* second, sticking to her second topsail, but at times rather pressed. The *Storm* under plain sail and third jib, seemed to be coming up to *Cecilia*, and was very close to her at the Bar Buoy.

Now commenced the tug of war, a dead beat to windward of about five miles out to sea, with a fine breeze, not too much sea for the little ones. It was soon evident that the *Peri* was not walking away from the others as she had been doing, and by her making repeated tacks which shewed her tardy in staying and sluggish in gathering way, she rather lost than gained on *Cecilia*; the latter tacking but once to lay up for the flag-ship, followed in a minute after by *Storm*, and both hitting their mark with exactitude, passing thus:—*Peri* 2h. 3m. 0s.; *Cecilia* 2h. 13m. 5s.; *Storm* 2h. 14m. 25s.

In the run back to Bar Buoy, the yawl carrying her main and mizen "wing a wing," was passed by *Storm*, but sailed evenly with her to a little beyond Carnarvon, offering a beautiful sight to the thousands

crowding the fine old walls and spacious quays. The flag-boat off Plas Brereton was passed as follows:—Peri 3h. 1m. 0s.; Storm 3h. 11m. 15s.; Cecilia 3h. 12m. 20s.

Prior to rounding the Storm made snug by shifting balloon jib for No. 3, and lowering topsail and mast, not so Cecilia, content as she unwisely thought with a shift of jibs, she faced the “noser” swung up to it by a rapid ebb tide with united effects of which she paid humble deference, till eased of her thirty-four foot stick aloft, when she got through the un-yawl-like task of short sharp tacks to windward, with sufficient credit to win the race, with about a minute to spare, a result not at all anticipated, owing to her rig, her state of un-preparedness, and the grassy condition of her iron bottom: her success was received with great delight and immense cheering on shore and afloat. The race terminated as follows:—Peri 3h. 30m. 0s.; Storm 3h. 41m. 15s., Cecilia 3h. 43m. 45s.

In the match for the club prize of £20. The pretty Bijou, 11 tons, T. H. Kane, Esq.; had all her own way, beating the Starling and the Circe. The start took place at 12h. 34m. 0s., Bijou winning at 2h. 48m. 30s.

A good race was made for a prize of £15, for yachts under 20 tons, and which was finally won by the Gleam, 6 tons, H. T. Davies, Esq.; Flirt, 3 tons, R. Fawcett, Esq. second. The Razor Bill, 4 tons, had the misfortune to have her mainsail split while holding a prominent position. They started at 12h. 41m. 0s., and the race finished at the following times, Gleam, 2h. 48m. 0s.; Flirt 2h. 53m. 0s.; Razor Bill and Banshee were not timed.

The Two Brothers, a spritsail boat, won the £40 prize. The Ino won the waterman's rowing prize of £5.

The start for the grand three mile race for a cup value £20, took place at 2h. 23m. 20s., for competition by gentlemen amateurs, was won in the following time by the Lady Louisa 2h. 44m. 0s.; Pride of Menia 2h. 44m. 30s.; Gazelle 2h. 45m. 0s.

Fireworks on board the Seamew in the evening. Dinner at the Mayor's house, (Rear-commodore L. Turner,) at the conclusion.

Next day H.R.H. the Prince Consort (of such loved memory,) accompanied by H.R.H. Prince Alfred visited Carnarvon and learnt from the Mayor's lips the full particulars of the race for the cup—the gift of H.R.H. Prince of Wales.—August, 1861.

Editor's Locker.

EASTERN COAST REGATTAS.

Great Yarmouth, January 11th, 1862.

SIR.—In your review of the Yachting Season of 1861, in referring to the absence of first class yachts from the Eastern Coast Regattas, you say that at Yarmouth, "One, two, or three that did shew their bunting were treated in any but courteous terms, and they retired in disgust, vowing never to trust to the Yarmouth promises again." I think you must have written in ignorance of the facts.

The facts are these:—The committee, some time previous to the regattas, advertised for first class yachts, in the local county and weekly sporting papers, offering a purse of fifty sovs., four boats to start or no match. On the morning of the regatta four entries were on the card, but at the last moment two failed to put in an appearance; about an hour before the time announced for the race, a telegram was received from one of the absentees that he would not contend for a money prize, but the second made no sign. The two who did turn up were very anxious for a match, and offered to come to terms with the committee; they would sail for £40, then for £30, next for £20, and finally for £20, and give the money to the National Life-boat Institution. The committee however, firmly, but with all due courtesy to gentlemen who had come from a distance, only to be disappointed, declined these offers, alleging that they held themselves bound by their printed announcements, and that such a departure from it as to allow two yachts to sail where they had declared four should be a minimum, would be a violation of faith with the public.

Such are the simple facts, and I should like to know wherein consists the want of courtesy or the broken promises. It was no doubt an annoyance that gentlemen should have been brought to Yarmouth for nothing, but those who by absenting themselves spoiled the sport, were the truly culpable parties, and not the committee, the committee had done all they could to secure a match, given it extensive publicity, and offered a fair prize, if people will not come after that, or those who promise to come, fail to come, is it not rather hard that the committee should be held to blame and be charged with want of courtesy and promise breaking?

The committee ought, it is true, as an act of grace, have allowed the two yachts to contend, but they thought that keeping faith with the public, and a strict adherence to regulations more imperative obligations than soothing a disappointment, which however they might regret they were not responsible for.

You refer elsewhere, relative to the difficulty of getting up first class yacht matches now-a-days. Yarmouth has experienced that difficulty as well as other places, we have been obliged on previous occasions to submit to matches which it was well known, were "made up," by the addition of a few hopeless old stagers, which received a *douceur* from some crack boat, in order to enable it to carry off the fifty sovs. The public are beginning to see through this sort of thing, and to prefer a *bona fide* race even among yawls or river yachts to a make-believe contest got up after the fashion of a Deerfoot speculation.

I am, Sir,

A TEN YEARS SUBSCRIBER TO YOUR MAGAZINE, AND
A MEMBER OF THE YARMOUTH COMMITTEE.

To the Editor of H.Y.M.

REGATTAS IN THE CLYDE.

Glasgow, January 11th, 1862.

SIR.—I quite agree with your correspondent, "A Spectator," in your last number that "it is to be regretted the reports of regattas in the Clyde are always so meagre and unsatisfactory," as, if reported in the full and complete manner of the Cowes and Thames Regatta, a very different character would be given to them as well as to the contending boats. Even "Spectator's" remarks are unsatisfactory, inasmuch as he seems anxious only to speak of the superior sailing qualities of the Swallow, and to the disparagement of the others.

In the first place, he by no means does justice to the smart little twelve ton craft, the Ripple, which at Dunoon would have gained the prize provided the "Atalanta had not won by a most obvious fluke," nor to the beautiful little schooner which beat the Swallow at Rothesay. According to "Spectator's" account, the Swallow had too little wind at Dunoon, and too much at Rothesay, now, I feel convinced, that if the schooner Violet had more canvas (being the stiffest boat I ever saw) she would beat the Swallow, blow high or blow low.

This schooner is exceedingly pretty, and has won universal admiration on the Clyde, by her fine sailing.

Again "Spectator" omits to mention, that the cutter St. Kilda was ahead of Swallow at the Rothesay Regatta until she came to the Boomerang's moorings, (about half the course) after which it appeared she lost her bowsprit and gave up. At Helensburgh the St. Kilda broke her main halliard block, which caused the mainsail to fall partly in the water, and it was not until the close of the race it could be got to stand, she only lost by six minutes, and though the Swallow carried away a portion of her bowsprit it was near the end of the race when after one tack, there was only a run off the wind.

The Harriet at Rothesay was badly handled, and being a new boat everyting was untried, placing her at a great disadvantage, she also had the misfortune when shifting her jib to have it blown under her forefoot, which so retarded her as to place her out of the race; previous to this disaster she was ahead of the Swallow.

At Helensburgh she unfortunately got aground owing to a buoy having been displaced, and did not get afloat again until the other boats were completing their last round.

Although I was not on board any of the yachts, I had a good opportunity of seeing the races, and may remark that it appeared to me the boats were well matched and particularly fast, also no doubt first-rate craft of their class.

I am, Sir,

AN EYE WITNESS.

To the Editor of H.Y.M.

Kingstown, January 18th, 1862.

SIR.—My attention has been called to a letter in your publication of this month, in which the writer, amongst other matters thinks fit to represent the victory of the Atalanta, at the Royal Northern Yacht Club Regatta of July, 1861, as won by a "fluke."

Now, as owner of the Atalanta, I beg to decline noticing the production of an anonymous correspondent; but if the writer will have the manliness to give his name he shall receive a reply from,

Yours, &c.,

N. ARNOLD.

To the Editor H.Y.M.

OUR DOCK YARDS.

Newby Bridge, January 21st, 1862.

SIR.—I send you a few gleanings of what is going on in some of the building yards, in the hope that others of your subscribers may send what information of the kind they may happen to have.

Fife is very busy at Fairlie, he has five building, a 10 tonner, 15, 25, 40, and a cutter of 86 tons, for C. Tennant, Esq., of the Surge, which last is for sale. Fife is also lengthening by the stern the *Æolus*, which he built last season for T. C. Couper, Esq., formerly of the Surge.

† At Greenock, Messrs. Steele are building a very fine yacht for D. Richardson Esq., former owner of the *Chance*; she is to be about 135 tons, built of iron and very heavy plated below the water line, steel plated above; 95 feet keel, 116 feet over all, and 17 feet beam. I hear that about £600 worth of lead has been put in her.

More yachts than ever known have been laid up in Gourock Bay this winter and though the weather has been very coarse, they have as yet rode without accident. At Cowes I hear that no new yachts are being built; Ratsey is lengthening the Viking schooner, and Hansen is lengthening a small schooner. Inman is building three schooners, two of about 130 tons, and one smaller. J. Richardson, Esq., late of the *Chance*, has bought the schooner built last year by Hansen on spec. She was launched on the 1st. inst., and looks a very fine vessel. The *Chance* has been sold, and is going to Australia, she was lying in Yarmouth Roads, Isle of Wight on Saturday the 11th, the day of the heavy gale in the English Channel, with no topmasts up or jib-boom out, and main try-sail bent, waiting for better weather; and no doubt the easterly wind since have by this time taken her well out on her passage, I understand that the captain and crew who have charge of her are Scotch.

Yours, &c., H. F. R.

To the Editor H Y.M.

OBITUARY.

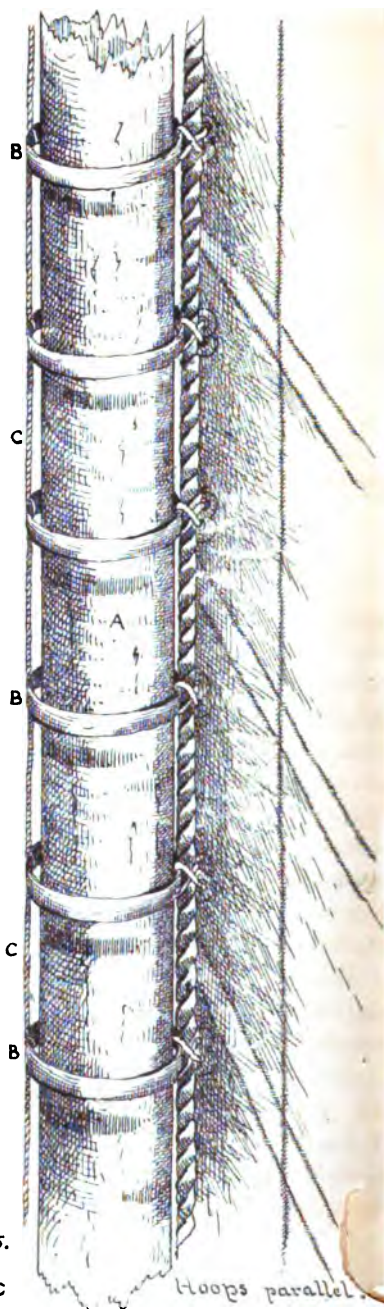
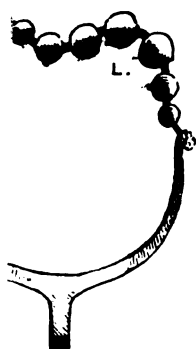
We regret to have to record the death of the Earl of Yarborough, at Brighton, on the 7th ult. His lordship had been long suffering, which the exposure to cold when his yacht was lost on the sands near Yarmouth, a few years back, tended to increase. He was a member of the Royal Yacht Squadron; but from the above cause did not take any very active part in its proceedings. At the time of his demise he was in his fifty-third year.

TO CORRESPONDENTS.

LEVANT PILOTS, YACHTING INCIDENT, and WAVE LINE THEORY will appear in our next.

All Communications to be addressed to 6, New Church Street, N.W., London.

HUNT & Co., 6, New Church Street, 6 doors from Edgware Road, N.W.



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HUNT'S YACHTING MAGAZINE.

MARCH, 1862.

YACHTS AND YACHTING,*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XXIV.

THROUGH the kindness of one of the yachtsmen of the Clyde, Frank Powell, Esq., of the St. Kilda cutter, I am enabled to lay before my readers this month, a sketch and description of a new plan of iron gaff jaws, which appears to be possessed of many advantages. The Chance schooner, 72 tons, the St. Kilda cutter, 20 tons, and the Anita schooner, 60 tons, have their gaffs fitted with these jaws, and they have been found to answer well. Mr. Powell states, "that they are far preferable, and look much neater than any other; they never jam or catch, neither do they chafe or press the mast as ordinary jaws do; and when running before the wind or gybing there is no danger of their springing away from the mast."

The following key will explain the sketch:—A, the mast; B, the gaff; C, throat of mainsail; D, throat halyard lower block; E, top-sail-sheet, fall leading block, attached by clip or sister hooks to the eyes of the bolt H, and which bolt fastens the gaff at G to the jaws F. I, the neck bolt fastening the throat of the mainsail to the gaff; J, the spurs of the iron gaff end, which are slightly rivetted to the spar, but owe their chief strength and solidity of position to the hoop K; L, bead blocks for the parral fastening the jaws to the

* Continued from page 59.

mast; N, the neck of the jaws by which they are constantly kept in a horizontal position, however much the gaff may be peaked or dropped, also to allow the lower throat block to clear the mast.

Fig. 1, represents the gaff and jaws combined. Fig. 2, represents them as taken asunder. Fig. 3, shows where the nock of the mainsail is fastened. Fig. 4, shews the under part of the gaff. This appears to be a very excellent plan, and I think an improvement upon it would be, if the neck N of the jaws were continued beneath them as in the dotted line of Fig. 2, at O, it would then keep the jaws more steady, and take the strain or weight of the gaff off N, throwing it entirely on the mast. However, this is merely a suggestion arising from an inspection of the sketch, as I have never seen these gaff fittings in actual work. One very great advantage is obvious, particularly to a racing cutter, and that is the facility with which a gaff could be replaced if carried away, for by carrying a spare gaff all ready fitted, and if thought necessary spare jaws also, should either give way, a smart crew would in a very few minutes make good the damage.

Another very simple but efficacious plan for making the hoops of the mainsail play fairly and freely upon the mast has been suggested by Harry Bridson, Esq., of the *Iolanthe* schooner: we have all seen frequently how the hoops will jam when the sail is being hoisted, and very often how one of the hands will have to jump upon the boom and fleet them up the mast. In Fig. 5, I have endeavoured to explain Mr. Bridson's suggestion, by which to prevent the occurrence of this difficulty:—A, the mast; B, mast hoops attached to the mainsail; C, a light line seized to the mast hoops so as always to keep them in a horizontal position. If every yachtsman would but follow the example of Mr. McAdam in³ giving us his experience of the snatch block, as illustrated in vol. 9, (*see* page 82); of Mr. Powell relative to the gaff, and Mr. Bridson in connection with the mast hoops, a very great fund of valuable information would be collected. We are all more or less possessed of some practical knowledge upon points relative to yachts' rigging, spars, sails, and hulls; individually these items of knowledge may appear very insignificant, but if through the kind co-operation of those interested in the subject of Yachts and Yachting, they could be embodied in these or similar papers, diffuse matter which at present is confined to individuals, would be found of general advantage to all.

I now come to the subject of ballast:—writing upon this I must divide it under three heads, firstly—the materials of which ballast is composed; secondly—the manner in which it should be stowed; and thirdly its effect upon a vessel.

The materials in general use for ballasting yachts are iron and lead; I have also seen sand, shingle, sulphur ore, copper dross, and blocks of stone used; but these latter will never be found on board a thoroughly well found yacht; they are used only when iron or lead is difficult to be obtained, and through inability to procure either, or from motives of economy: sometimes a ground tier of iron ballast will be laid down, and then shingle or sulphur ore over that; and I have known instances, I am happy to say but few, where purchasers of yachts have found themselves wofully deceived by a superficial appearance of metal, and the ground tier all sand and stones; so that as a rule when purchasing a yacht the platforms fore and aft should be taken up, and the materials composing the ballast strictly investigated; for, as I will show presently, all sorts have their marketable value, and the ballast of a yacht somewhat adds to or depreciates her value. Independant of this consideration, whatever material we can find heaviest in specific gravity, is the best for yacht's ballast; as admitting of being stowed lower, and thus making her stiffer under canvas; and as occupying less space than lighter, and consequently more bulky ballast, and therefore enabling increased head room, and better accommodation to be obtained.

Iron and lead are used in two ways as ballast, either plain and in the rough as they come from the merchants, or cast according to moulds so as accurately to conform to the internal shape of the vessel's bottom. With the exception of gold, mercury, and platinum, lead is the heaviest metal known: the specific gravity of lead, water being the standard of comparison, or 1·000, is 11·352. Instances occur, but rarely of yachts being entirely ballasted with lead, but as lead ranges from £18 to £23 per ton, and sometimes much higher according to the state of the market, the expense is rather too formidable to admit of its general adoption in more than small quantities. Bar iron has a specific gravity of 7·700, and is 536 in numbers of specific gravity heavier than cast iron. Vessels laden with bar iron have given evidence of much higher speed than when laden with any other cargo, and it is considered that bar iron constitutes the liveliest ballast that can be put into a vessel, but then there is a diffi-

culty in the stowage of bar iron, which added to its expense, has not facilitated its adoption to any extent as yacht's ballast. Cast iron has a specific gravity of 7.264, and from its general adaptability is in more general use than any other metal for this purpose.

In its first form the metal is allowed to flow from the furnace into rudely shaped channels on the ground, and when cooled is taken up in the form of rough bars, about three feet long, and weighing nearly one cwt. each; these are what are technically called "pigs." It is usual to make moulds of wood to fit easily between the flooring timbers of a vessel, and then to re-cast these pigs so that the blocks of metal will fit down between the timbers, and form a ground tier of what is known as cast limber ballast, the rough pigs may then be stowed over this, and thus the full complement of ballast made up of pig and cast metal: sometimes instead of pig metal being used for filling up, what is called scrap iron, *i.e.* broken pieces of wrought and cast iron, old furnace bars, &c., come into use.

The following are the current prices of iron ballast,—cast metal limber pieces about £6 per ton: in well found vessels all the filling up ballast will also be cast into square blocks, having a diagonal hole at each end, through which a grummet, or rope, or an iron ballast hook may be inserted, in order to facilitate their removal and stowage; these will be about from half to one and a half cwt. each, just what either one or a couple of men can handle easily. I have seen these blocks cast in triangular pieces, each pair to form a square block, and they stowed remarkably well, particularly along the sides of the vessel. These may be estimated at the same price as the limber pieces, *viz.* £6 per ton; pig iron about £3. 10s. to £4 per ton; and scrap iron may be had from £1 to £2. 10s. per ton; if of a superior quality, it may run to £3. 10s. per ton. Boiler punchings (the little round discs of iron that are punched out of boiler plates when making the holes for rivets,) also make good filling ballast, if they are filled into tarred hemp bags, holding about half a cwt. each, made of strong sacking; but the smell from these bags may prove rather overpowering to delicate nerves; and therefore under such circumstances perhaps tarring might be dispensed with: these punchings being of wrought iron weigh heavily; they may be had for from £3. 10 to £4. per ton.

I will now specify what may be considered the best method of ballasting a well finished and A1 yacht, and mention afterwards such

alterations of material as would tend to economy in expense. It is now an established practice to stow the ballast as much in the body of a vessel as possible, for reasons which I will refer to more particularly hereafter; there is thus left a considerable space forward and aft beneath the forecastle and after saloon floorings, in which much dirt, cinders, shavings, and various odds and ends that tend to engender pestilential odours and rot, accumulates. In order to prevent this it is an excellent plan, and one now much followed, to fill up these empty spaces with a cement composed of Parker's Roman Cement, or Portland Cement, two-thirds, and Drift Sand one-third; the openings should previously be well payed with coal tar: sometimes pebbles or boiler punchings are mixed with this cement, but I do not think an extra ounce weight ought to be added to the cement either forward or aft of the main body of ballast; then the lower tier of the main ballast should be all cast blocks of metal to fit well down between the floorings; these blocks may be fitted in with and bedded down upon cement, and in this boiler punchings may be mixed, and all the interstices filled in, so that as much weight as possible may be got low down in the vessel's body; there will then be a nice clean platform of cement and ballast right fore and aft the vessel, which can be kept clean with but little trouble; and the little bays of putrid water and filth that otherwise accumulates will be securely guarded against. If this lower tier of castings be of lead, or a portion of them, so much the better, the lower the principal weight is the stiffer the vessel will be under canvas. If, however, the lead is not cast, and that it is proposed to have a portion in pigs, they should be stowed on the top of the castings, and the requisite quantity of ballast then made up of the cast blocks; it is advisable however when it can be done to have the lead cast to mould, and to get it as low in the vessel as possible, so as to derive the greatest amount of benefit from its use. If the vessel is of light draught of water, and that consequently head room in her main saloon is an object, some ballast may be cast into blocks the shape of the vessel's side, which can be stowed between her timbers, or, as it is termed, winged up her sides as high as the cabin sofas; the lockers of the sofas also may be constructed to contain blocks of ballast, and I have seen a good deal of additional head room obtained by having the main saloon floored with heavy plates of lead or cast iron, instead of with pine or deal. If wing ballast be cast to fit be-

tween the timbers, every block should have a little strap or shoulder at each corner, upon which they should rest upon every timber, so as not to touch the skin or planking, for not an ounce of ballast should be allowed to rest upon the planking, it should all be borne by the frame work of the vessel; by these shoulders the blocks can be spiked or screwed to the timbers so as to keep them from shaking loose when a vessel is careened over.

This wing ballast may be used with advantage in a large vessel, as well as a small one, but with a different object; the object of winging ballast in a small vessel will be to get head room, but in a large vessel where there is enough and to spare, winging the ballast may be found to counteract severe rolling in a cross sea; for although it is most desirable to have the ballast stowed as low as possible in order to make the vessel stiff, and thereby to hold a good wind, yet there is a drawback to it in the fact that the greatly increased leverage thereby obtained causes a vessel to roll and labour much with a beam sea, particularly if there should be but little wind: a favourable compromise may be effected in such a case, by winging a portion of the ballast as above described. I think, however, a good deal of this rolling, ordinarily attributed to the fact of the ballast being stowed low, may with more justice be ascribed to the form of the midship section of the vessel, and that a vessel owing her stability under canvas entirely to her ballast, which will generally result from a weak form of midship section, will roll more than a vessel possessed of a proper amount of stability from the nature of her construction. I have been induced to draw this conclusion from the close observation of the performances of some vessels of this class.

In addition to the limber piece castings of lead or iron, there should be a heavy oblong block of metal cast for the mast to step in, (for schooners there should be two blocks), this block should have a long groove in it to receive the tongue of the heel of the mast, and this groove should be of sufficient length to admit, should occasion arise, of the heel of the mast being shifted forward or aft, wedges being used to retain the heel firmly in the position assigned to it; this stepping-block should be bolted to the keelson fore and aft. Many opinions have been expressed as to the benefits to be derived from the use of a metal keel; from personal observation, and the majority of opinions I have gathered upon this subject, I

should certainly say that in a vessel possessed of good natural stability, a metal keel is of most essential service; by it a considerable portion of ballast can be placed where its effects will be exercised to the greatest possible advantage. And although I am aware that a metal keel is objected to by some as causing the rolling I have before alluded to, I believe that such vessels would roll from the nature of their construction just as much without a metal keel as with one; its general advantages very much preponderate over the few particular objections to its use, and upon the whole, I would say, by all means supply to your yacht, as an important item of her ballast, a metal keel. Lead is much to be preferred to iron for a keel, not only from its weight, and that you can get pound for pound more of it into a certain space than iron, but because there is no corrosive action of any important extent taking place between it, and the copper sheathing; the expense of it is the only drawback. I would far prefer, were a certain portion of lead determined to be used in ballasting a yacht, having as much of it as possible applied as a keel, than stowing it internally. If a lead keel be used it should be fastened on with screw bolts and nuts, and the heads of these bolts should be countersunk into the lead for two or three inches, and then plugged over with wood, so as to preclude the possibility of the bolts being corroded by the action of the copper.

I have seen an iron keel left upon the ground after a yacht, that was having her copper cleaned, had been floated off, owing to the bolts that fastened it to the keel having been eaten away by the corrosive action of the copper sheathing: getting rid of two or three tons of ballast in this way at sea without knowing anything of it would be rather a serious business. If an iron keel is applied, care should be taken that the copper sheathing should not come within an inch or two of the iron; should the iron and copper come in contact the action will be rapid, but thus leaving a space of wood between them, the effects of the copper upon the iron is comparatively weakened. In having the filling up pieces of ballast cast, it is a great advantage to have them of small handy blocks, not exceeding in weight from 56 lbs. to 84 lbs., I should prefer 56 lbs., as they will then be exceedingly handy, and should any circumstances occur requiring the ballast to be quickly removed and got overboard, men can work them with extreme rapidity. The limber pieces will be much heavier and larger, owing to

their shape, and the purposes they are destined for; each piece should have a couple of stout countersunk ringbolts cast into them at the ends of their upper sides, in order to facilitate their being lowered into their berths, or removed therefrom.

In making the wooden moulds to have these limber pieces cast from, it is advisable that they should be made to fit loosely into their positions, in order to allow for the swelling of the metal in the sand moulds, as if not, the iron castings may be too large, and then some portion of the timbers and keelson must be cut away to make them fit. The method of casting too, has considerable effect upon the weight of ballast; some castings are so rough and full of sand and air bubbles, that they are more like honeycomb than anything else, these will generally be found light and not half so effective as clean work. Well and properly cast ballast will turn out sharp and clean as chiselled marble, and will be worth considerably more than the other. I have seen castings that had been "packed," that is an iron rod was inserted in the top of the mould, and while the molten metal was being poured in, this rod was kept moving up and down gently, like a piston; these turned out beautifully.

It will be found a great addition to the cleanliness and sweetness of a vessel to have this ballast painted, but unless it is done immediately that the castings are taken out of the sand, it will not have half the effect. The best paint that I have seen used for this purpose, is red lead mixed with linseed oil, and then boiled until it burns a feather, when cool, patent dryers may be added to ensure its hardening quickly. When a yacht is laid up for the winter, or at any suitable period, all this ballast should be taken out, with the exception of course of that which is cemented down, and the bottom internally get a thorough cleansing and white-washing, and the ballast also, not only will this sweeten her, but as she floats light she will dry out and not become so thoroughly water-soaked and soddened; her form will be better preserved, and her buoyancy much improved. In fact if a yacht could be hauled up high and dry for a short period each season, so as to let her timbers and planking dry out, it would be better still, but then some judgment must be exercised in doing so, for were she allowed to remain longer than necessary her planking might shrink and thus involve the wrinkling of the copper, and the necessity of having her stripped and re-caulked.

In stowing the limber ballast it is well to exercise care in having

every crevice and nook filled in with the cement before mentioned; if not the limbers must be kept clear, so as to lead any leakage down into the pump well; it is a good plan to have a small galvanised chain rove through the limber holes so that by drawing it backwards or forwards it may clear away any obstruction to the leakage water running aft into the pump well: the pipes of the pumps are usually perforated with a number of small holes at the end, so as to prevent shavings, cotton waste, oakum, or any other matter getting into and choking the pumps, and it is likewise a useful precaution to have the well itself fenced round with perforated zinc.

The above arrangement of ballast materials may be considered the best that can be adopted, but it is also the most expensive. Lead may be averaged at about £20 per ton, and the iron castings at £6 per ton; but the yachtsman must remember that lead will nearly always fetch its own price in the market, and that if he is parting with his vessel, the amount of lead ballast may be quoted at the market-price of the day, or taken out of her and sold separately; for this reason it is also useful to keep the market-note of the weight of lead that has been put into her; it will satisfy any intending purchaser of what he is about to pay for, and leave nothing to guesswork: iron ballast corrodes with rust, copper oxydizes, both waste away imperceptibly and decrease in value, but the only loss upon lead will be the interest of the money paid for it during the time it is doing duty for ballast.

If a yachtsman is merely fitting out his vessel for cruising, and that her size does not demand the closest stowage in order to obtain head room, he may economise the expense of ballast in several ways as follows:—by dispensing with lead, and having an iron keel, and cast iron limber pieces, he may use pig iron for filling up ballast above the castings; thus his cost will be £6. per ton for castings, and £3. 10s. to £4. for the pig iron fillings. Or, if instead of pig he uses scrap iron fillings, this will reduce it to from £1. to £2. 10s. He may go lower still however, in the scale of expense, and by putting in a lower tier of pig iron only, and filling up with scrap, reduce the cost to £3. 10s., and £1. to £2. 10s., and if he chooses not to put in a full complement of the latter he may use the heavy mineral substance known as Sulphate of Barytes, or as it is called in mineralogy Heavy Spar, and known in some localities under the denomination of Sulphur Ore: this has a specific gravity of 4·7,

and when used for ballast is crushed into small pieces, and put into canvas bags holding just as much as can be conveniently handled by one man, it stows remarkably well and makes excellent ballast; it is advisable to have it encased in double bags, for should it burst the single canvas, and get loose down in the vessel's run, it will choke up the limber ways and give no end of trouble to get rid of. Next to the sulphate of barytes comes copper dross, but although it weighs heavy, it does not stow by any means well, consisting generally of large and angular lumps—sometimes round and other times square, so that it is difficult to make it fit any way; it is a good ballast if there be plenty of room to stow it. Sand or shingle ballast should be sewn up in canvas bags also, and if nothing better can be had, will make up very respectable filling ballast; care should be taken lest it, like the sulphate of barytes, gets adrift, as it will give equal trouble to clear the limbers. A cubic foot of gravel weighs about 120lbs.

There is one point with regard to a metal keel which had well-nigh escaped me, it is, however, I think, of sufficient importance to merit a separate paragraph. I have been much surprised to see some yacht builders run a metal keel from well forward of the mid-ship section right aft to the stern-post, and yet these men would cry out most strongly if an ounce of ballast was found forward or aft in the body of a vessel; why should a vessel be better able to carry a weight on her heel externally than in her run internally? It strikes me that if a weight aft in her body will have an injurious effect upon her speed, that when applied to her keel it will be doubly so. I asked the question recently of an eminent yacht builder, but I could not obtain any satisfactory solution of the mystery; on the contrary, he stated that he did not think it would be the slightest harm if a metal keel ran right fore and aft. I was inclined at first to think that perhaps there was much more in it than my philosophy dreamed of, but when we came to discuss other points, I found he held some few other opinions that were quite new to me, and about as difficult to understand as the celebrated gaff-yard rig, and which led me to doubt whether he could be equally correct upon the point of metal keels. If we are correct in stowing the ballast amidships as much as possible, so as to concentrate the weight, and that experience has proved this system to be correct both in theory and practice, so should we also concentrate the weight of a metal keel within the same limits

In my next chapter I shall have a few observations to make upon the stowage of ballast in which I shall go into this subject a little more in detail.

THE WAVE-LINE PRINCIPLE OF SHIP CONSTRUCTION.

[In our volume of last year, (1861,) we gave the substance of two papers on this subject, and we are now, through the kindness of E. J. Reed, Esq., Hon. Sec. to the Naval Architects Institution, enabled to add the third paper read by John Scott Russell, Esq., F.R.S., at the last meeting of that Society.]

In two preceding parts of this paper I have endeavoured to develop thoroughly the two principles on which the Wave-Line System of construction has been founded. Part I. forms an inquiry into the true principle of least resistance ; it adopts the theory of least disturbance ; or, in other words, it searches out the way in which the motion of a ship through the water may be effected by the movement of the least quantity of water through the least distance. It investigates one mode of doing this, and shows by practical trials on vessels of which the resistance was exactly measured, that this movement of least disturbance was actually effected by vessels built on the wave system. Part II. follows up the inquiry concerning the form of vessel which shall experience least resistance in its passage through the water, by a further inquiry as to how the movements of the particles of water which have been disturbed by the motion of the ship do actually go on. It asks, where does the water go which is displaced by the bow ? and how does it go ? It ascertains that this displaced water forms a wave of the first order, or a wave of translation, and it determines the law of this wave. It next asks, where does the water come from which fills the wake of the stern ? and how does it fill up the wake ? It ascertains that the water all round the after part of the vessel forms a wave of the second order, or a wave of oscillation, and it determines the law of this wave. These two waves, of displaced water at the bow, and of replaced water at the stern, furnish indications of the nature of water motion, and of wave motion, which explains how the form of least resistance, which is found by an independent method in the first part of the paper, may be reconciled with the actual laws which govern water in repose and in motion.

This third part was merely to put forward in a concise form, the mode in which the wave principle may be applied to the practical construction

of ships. It might have happened, we may suppose, that the principle of least resistance, when discovered, might have been wholly unsuitable to the construction of ships intended for practical use. In its early days there were many people who thought the wave lines wholly inadmissible in the construction of actual ships for mercantile use, and still more so for ships of war. In the beginning, indeed, there were great difficulties experienced in its introduction. But by constant perseverance these have been overcome, and now there is hardly a vessel, having high speed, and with moderate consumption of fuel, which does not possess a certain number of the characteristics of the wave principle.

The real practical difficulty of introducing the wave principle, in its commencement, consisted in this, that all the usual conventional arrangements of a ship required to be altered to meet the innovation of the lines. It was no longer possible to carry the foremast of a ship so far forward as was usual. The centre of effort of the sails could no longer remain in the same place. The whole balance of the ship was altered and the whole arrangements of equipment, stowage of weight, and distribution of capacity, had also to be altered. In war vessels, also, all this had to be done, and, in addition, certain points of gunnery given up, which were then considered indispensable. All this had to be readjusted before the wave principle could be successfully introduced into general use. Looking at the number and nature of these difficulties, I am not surprised at the slowness with which the wave principle has worked its way into practical use. I rejoice, on the contrary, that not in the mercantile navy merely, but in the royal navy; not in yachts merely, but in sailing clippers also; not in fast passenger steamers on the coasts only, but also in large steamers for ocean navigation; not in England merely, but also in France, Prussia, Italy, Denmark, Russia, Austria, America, Brazil, and Turkey even, some of the most eminent scientific constructors and practical builders have adopted the main features of the wave principle and carried them out successfully in practice.

But I must warn practical constructors, and especially young ones, of the necessity of altering their system with great caution. It is quite possible to understand the wave principle and yet to design a bad ship. Knowledge of the wave principle does not supersede the knowledge of other principles of naval construction; it merely adds to their number. An ignorant man can build as bad a vessel on the wave principle as on any other; and a foolish man can turn even a wise principle into folly by misapplication. It requires a man of fully as much wisdom and knowledge of his profession to turn the wave principle to account, and

build a ship promising every good quality it can give, as to build a vessel of traditional form. All it does is to enable an accomplished naval architect to combine, with certainty, the properties of high speed, small resistance, economical transport, and going qualities, under circumstances where formerly it was guesswork merely.

The following are the main points of practical construction determined by the wave principle.

1.—*The entrance of a Ship designed on the Wave Principle may have a hollow water line.*—When, some thirty years ago, I studied the principles of naval architecture, in the writings, the precepts, and the works of eminent naval architects, I found one principle in which all agreed. It was, that in designing the water lines of the bow of a ship, you should be most careful that, under no circumstances, should a hollow get into the water lines of your design. This principle was then carried out with much determination, but not with uniform success. Many things in the nature of a ship oppose the invariable success of this maxim. For hollow lines have a strong tendency to creep into the water lines of any ship's design. A broad, full bow aloft, is very apt to grow into a very hollow bow below. The only way to prevent this effect, is to cut off the forefoot. In practice, by a system of paring off the bow lines below, the hollow used to be worked out and got rid of. This point, however, could be, and often was, carried out, only by the sacrifice of many really good points in the ship.

The wave principle relieves us altogether from this difficulty. It contains no precept which prevents us from using a hollow entrance line. This permission has many advantages. With a hollow water line one can obtain many qualities irreconcilable with a convex bow line. In the materials of wood, the structure is much more easy and stronger with a hollow than a convex bow water line: and in any structure the hollow line has the virtue of diminishing the room for carrying weights in those parts of a ship where it is injurious to sea-going qualities to carry much weight.

In releasing us from the dominion of the convex bluff bow, the wave principle has left us free from much that tended to bad ships and slow ones. To carry weights near the middle and relieve the ends, is to give a ship some of the best qualities we are able to bestow.

2.—*The run of a ship may have a convex water line.*—The same maxims which used to prescribe a full bluff bow, prescribed with equal force the long fine run of the water lines of the stern. "Cod's Head and Mackerel Tail," was the motto of the "old school," which happily now retains few disciples. The importance of this maxim was, however

not founded on fancy merely, but on a practical wish to improve the steering of the bluff bowed ships. It is now most certain, that bluff full bows have a great tendency to make vessels forced through the water with great power steer very wild, and obey their rudder inefficiently. It was to counteract this fault of the bluff bow that the extremely fine run was contrived.

The fault of the extremely fine run was not merely that it sacrificed a great deal of the excellent stowage of the ship in a place where it was much wanted, by making the whole of the after body meagre and thin, that it failed to cure the fault of steering wildly under heavy press of but sail or steam.

The wave principle provides for a fine run, and admits of it ; but it does so in the right manner and at the right place. It approves of fineness of water line aft, and gives as much dead wood before the rudder as the old school could desire. But it shows that the place where the fineness should lie is below the surface, deep down, and not higher up. It shows that fineness below should be well aft, and not where capacity is wanted.

Fulness for capacity it gives in the after body, well up towards the surface of the water, and gives a large, capacious, upper after body, exactly in the place where room in a ship is valuable—valuable in money, valuable in convenient stowage, and valuable in reference to those movements of a vessel which test the excellence of her performance in a heavy sea.

3.—*The entrance of a ship designed on the wave principle may be as long as the run, and even longer.*—This is also the contrary of the maxims of naval architecture of the old school. That the run must be long and fine, and the bow comparatively short and full, was nearly the universal system adopted. The question left open to opinion and discussion, was merely whether the length of the after body should be longer than that of the fore body in some one proportion rather than another. I have seen ships designed with nearly every variety of practice in this respect. Some in a proportion of 2 to 1, others 3 to 2, others 4 to 3, and others 5 to 4. Nearly every builder had his own special proportion for this purpose.

The wave principle releases us from this maxim also : The bow may be made as long as the stern of a ship. This proportion has the advantage of enabling the designer to obtain balance of weights in the varying circumstances of lading and draft of water more easily than with an excess of length at one end.

There is a class of vessels which require this exact balance ; and

especially where it is reckoned important that a vessel should navigate either end foremost, such an arrangement is very useful. The wave principle leaves us free to adopt this arrangement. I have found it useful to design a number of vessels in this manner, with the hollow wave lines at both ends of equal length and width.

And further, the entrance of a ship may be made longer than the run. This is especially valuable where the length is very limited, so that it is difficult to obtain by any means a fine hollow bow. By giving greater length to the bow than to the run, a long fine water line of entrance may be obtained, with its widest part nearer the stern, and its length therefore exceeding half the length of the ship. To gain capacity, the lines of the after body may be made extremely full above, and may be fine only below. In circumstances of very limited length, this treatment may be turned to great account; especially in building the smaller class of sailing vessels, yachts and steamers, where good speed is wanted under restricted dimensions.

4. *The main breadth of a ship may, therefore, be placed nearer the stern than the bow of a ship.*—This is almost an evident consequence of what precedes. The chief water line of entrance being made longer than the run, naturally throws the main midship section further back than the middle. This, however, may be only partially true; because it by no means follows that the greatest breadth shall be necessarily found in the same position in all the water lines; it may be further forward in the upper water line, and further aft in the lower, or the contrary. I have often seen it expedient to place the greatest breadth well abaft the middle in the upper water lines of a ship, and well forward of the middle in the lower water lines of the same ship. This expedient will be found especially useful in forming designs for speed upon dimensions that are much restricted. This distribution of main breadths, fore and aft the middle, is indicated clearly by the wave principle; and I am not aware that it is to be found in any other system of scientific construction.

5. *The foregoing maxims release us from the trammels of previous systems:* and so enable us to give to a vessel forms which may suit the specific objects we may wish to attain. This alone is a great boon to the shipbuilder, who wishes power to adapt the shape of his vessel to the various uses of nautical and mechanical art.

The maxims which follow do much more than release us from impediments. They enable us to accomplish definite objects of practical value in an exact method.

One of the most important practical qualities of a ship is that which

enables her to carry her profitable load at least cost. Cost in a ship, propelled by steam or other power, has, as one of its main elements, the resistance which the water opposes to the passage of the ship. This resistance is little for slow velocities, and very great for high velocities ; increasing generally as fast as the square of the velocity, and in many shapes of vessel much faster.

It has always been of great value to know how to give a vessel, of given length and breadth, such lines as should enable her to divide the water in the easiest way, so as to experience least resistance from the water moved by the ship out of her path. But now, and especially of late years, the demand for high velocities in vessels propelled by steam, has given this problem of the form of least resistance paramount importance in naval architecture ; especially with reference to ships of war.

The problem is frequently presented in this shape :—A vessel is to be built of a given breadth, of a given length of bow, and a given length of run ; and the question is, what kind of lines will give this vessel the power to divide the water so as to suffer least resistance, and waste least power ; or it may be, to attain the highest possible velocity with a given propelling power. The following maxims of the wave system show how this is to be done.

6. When it is required *to construct the water lines of the bow of a ship, of which the breadth and length of bow are given*, so as to give the vessel the form of least resistance to passage through the water, or to obtain the highest velocity with a given power : Take the greatest breadth of the vessel on the main section of construction, or midship breadth, and halve this breadth. At right angles, to this, draw the centre line of length of the bow. On each half breadth, describe a half circle, dividing its circumference into (say) eight equal parts. Divide also the length into an equal number of equal parts. The divisions of the circle, reckoned successively from the extreme breadth, indicate the breadths of the water line at the successive corresponding points of the line of length.

The form thus described is the wave water line. The half breadths of the water line are the versed sines of arcs of the circle described on the half breadth, corresponding in order to the places where these half breadths lie on the length. *The wave water line of least resistance* is, therefore, geometrically considered, a curve of versed sines—or simply *a curve of sines*.

This water line is of a similar form to *a wave of the first order*, propagated through water of considerable depth.

(*To be continued.*)

CHIPS FROM AN OLD LOG.

I HAVE long ago given up yachting, that is the only kind of yachting that I ever indulged in—the comfortable easy-going cruising fashion. I have given it up I say, from circumstances beyond my own control, with which I need not trouble the reader, and taken to shore living. I never was much addicted to shot bags and clouds of canvas, or such like details of racing ; but for all that I have had many pleasant summers on the green rolling sea, as pleasant as a roomy sea-going cutter, and jovial companions could make them. Often when I look over old note-books and journals, mostly written in a spasmodic intermittent style, I find a few words jotted down which bring to my mind some rum adventure or practical joke when we were lying at port. Something, and set me thinking on old yachting days with a melancholy pleasure.

A few weeks ago I sat one evening in my window, smoking a pipe, and revolving many nautical memories, and watching the landscape in the fading twilight. It is somewhat Hibernian to call it a landscape, for the greater part of the view was an expanse of salt water, and there was very little land at all. Right in front was the sea hardly a stone's throw from my house, on the left there were some low hills, and on the right some more low hills; there was a shingle beach too, with some fishermen's boats drawn up on it, and a large rock at whose base the waves were lazily breaking, and on the top of the rock were perched a solitary sea-bird. It was not the view that induced a reverie, but the time of the evening. It was the time when it had just become too dark to read, and when one is not in a hurry to shut out the last of the daylight and light the candles. That is the hour when you gladly close your book and let your thoughts drift wherever they like, and give yourself up to the quiet enjoyment of doing nothing; and if there is anything to look at out of the window, in the way of trees, or mountains, or a bit of the sea, it will greatly help you to ignore all sublunary things, and become a day dreamer. A little of it occasionally is grateful even to the most matter-of-fact people,—Apollo does not always keep his bow stretched.

My thoughts often run back to the good old Diana, and the pleasant cruises we used to have in her, and on the evening I speak of I was fancying myself back again in her snug cabin talking to old friends, and indeed I was, so to speak, five or six fathom deep in the delusion when I was drawn to the surface by my pipe going out. I shut the window then and betook myself to lighting a refractory moderator lamp, making up my mind that I would rake up some yachting notes, and serve them up rewarmed to my readers.

The *Diana* was a cutter of something under sixty tons, with no extraordinary pretensions to speed, but bluff as to her bows and square-tucked as to her stern. Her mainsail had a good comfortable paunch in it, and was further ornamented by an aft leech which flapped melodiously when the cutter was close hauled. She had safe high bulwarks and a roomy deck, and her cabin was the perfection of comfort and convenience. I do not think I should recognise the *Diana* now, if I were to see her; she has passed through the hands of a great many yachtsmen since my day, and as each had his peculiar notion on the subject of wave lines, she has been hauled up on innumerable slips and maltreated as to her bow, and stern, and fore foot, and in many other horrible ways; I do not even know whether she still exists, perhaps not, but her beauty to my eyes was spoiled long ago. Every one knows how much our aesthetical powers are influenced by the association of ideas, and that a Chinese set down in Hyde Park would think a great deal less of the fair equestrians there than of the Cantonese or Pekinese girl he left behind him, and it is much the same feeling that I have for the old *Diana*, and her bluff bows, and capability for making leeway.

The owner of the *Diana* was Richard Barton, Esq., at least so his letters were directed, but he always went by the name of Pieman among his friends. There was some story concerning the origin of this nickname which I now forget, but he was called Pieman when I knew him first at school. He only heard his paternal name at rare and distant intervals, for all about Milmouth, where he lived, he was known as the "Young Squire;" and from the appellation of Pieman always ringing in his ears he had come into the habit of believing it was his real name, and he once strangely perplexed a clergyman to whom he had occasion to write by unconsciously signing himself, "Yours very truly, Pieman." He was a great favorite with the amphibious inhabitants of Milmouth, both young and old, for he had a perfectly free and easy manner with every one, and would stop to talk with the fishermen about the weather, or the great take of mackerel, or any piscatorial topic, just as if he had lived all his life among nets and trawl beams, and they on the other hand had no small respect for the "young squire," and were mightily proud whenever the *Diana* was lying at anchor among their luggers, for at such times Pieman was free of his money; and innumerable half crowns and squares of Cavendish tend in no slight degree to gain the good will of peacoats and sou'-westers. On board the *Diana*, however, Pieman appeared to full advantage, he had that happy temper so invaluable on board a yacht; always jovial and merry, and never out of spirits, nothing ruffled his good humour, and every one was always quite at his ease during our cruise with him.

One morning early in the season of the year Anno Domini —, no matter how many years ago; perhaps when you reader were a very small boy indeed, Pieman and I stowed ourselves in a railway carriage on our way to Southampton. We had numerous small impedimenta of course, consisting mostly of a plentiful sea stock of tobacco, and we felt remarkably jolly at getting away from London, with a prospect of a summer's cruising, and exemption from all such nuisances as bills and unpleasant letters for the next three months. We were just four in number—the best number for a yachting party,—Pieman and myself, Murphy, a youthful aspirant for the woolsack, who was supposed to be reading law, and Tipper, who was waiting for his commission, and was meanwhile actively employed in doing nothing, in which laborious occupation he was assisted by a large circle of his military friends. But doing nothing is what one soon tires of, and Tipper had gladly consented to form one of the party on board the Diana, and so we were all on our way to Cowes.

We smoked of course down the whole journey in open defiance of the Company's bye-laws, and to the great discomforture of an old gentleman who made some feeble objection at first, but was shut up by Tipper asking him politely, if he would take a weed himself. This so astonished him that he was unable to answer, and spoke no more for the rest of the journey.

We got on board the Diana in time for dinner, to which important duty we proceeded after taking possession of our respective state-rooms. It had been arranged that we should weigh anchor as soon as we got on board, always of course provided, that the weather did not put its veto on our plan. King Æolus however was in a benevolent frame of mind on this occasion, and gave us a gentle breeze from the south-east. As we were finishing dinner we heard the click click on deck of weighing the anchor, and we all filled our glasses and drank success to the Diana.

We did not remain long below: the evening was too lovely to be lost, so we went on deck, just as the sun was setting, its large red disc obscured by no cloud, but slowly extinguishing itself in the sea. It certainly was an evening that would make the veriest landlubber fall in love with yachting. The cutter rose and fell slowly with the gentle rolling of the sea. We glided along at the rate of only two or three knots through the water. It is not very easy to analyze the calm sense of enjoyment one feels when beginning a cruise. My readers who have experienced it, know what it is,—pleasure without excitement, and endless variety without having to look for it. Nothing is better calculated to cure a man of *ennui*. Tipper, who was pretty well used up,

in the way of balls, operas, Hyde Park, Tattersall's, &c., grew quite enthusiastic and quoted Byron without limit. We did not go down till Pieman, looking at his watch, informed us that it was just to-morrow morning, then we all turned in and slept soundly.

Next morning we found more opportunities for drawing comparisons between the manner of living when one is ashore, and the very different kind of living on sea. I was awake by Tipper shouting out to know if "any of you fellows were going to get up?" but the only answer he received was a trio of somnolent grunts. A constant dropping of water however, will wear any stone, and continued vociferations, varied by remonstrance, and scraps of songs, all delivered in a loud tone, will awake three of the sleepest yachtsmen that can be found. As for me, being the co-tenant with Tipper of the ladies' cabin, (as it was generally termed,) I was very soon broad awake, and doing my best to assist in awakening the others. Pieman at last made himself heard from his berth, and said there was no occasion to continue the row, as he would not get up to please anybody; but, nevertheless, he was the first to arise, and proceeding to the gangway berth, where Murphy had taken up his quarters, there ensued a lively struggle, Pieman endeavouring to persuade him, *vis et armis*, to get up, and Murphy briskly returning the enemy's attack with his pillow. Tipper and I cheered the combatants, and two bewhiskered grinning faces peered down through the skylight, and were speedily joined by all the men who happened to be on deck. The contest however was soon decided, Pieman retreated, leaving the enemy in possession of the field, that is to say, sitting on the side of his berth among the *debris* of sheets and blankets, holding his trusty pillow in his hand, and looking, as to his hair, in a very dishevelled and mop-like condition.

"Ill tell you what," said Pieman, "you look like Marius in the ruins of Carthage."

"Not a bit of it, I'm like a victorious general surveying yesterday's battle fields; these blankets do well for a heap of the slain."

Tipper meantime had gone on deck and now put his head down the companion. "Do any of you fellows want to bathe? we are becalmed now, so come along!"

I got up immediately on this announcement, the other two remaining to fulfil the more important duties of breakfast. Tipper and I took a header off the taffrail, and enjoyed a glorious swim: the cool clear water was delightful. We rolled and wallowed like porpoises in the water, in the excess of enjoyment. Puffing and blowing we at length clambered up the vessel's side, Tipper in his usual awkwardness scraping

the skin off his knee, and finding that salt water had a most soothing effect on the cut.

Your first breakfast of the cruise is generally accompanied by a good deal of trouble, and the discovery that forks are missing and egg boiler will not act, or some such slight disorder in your arrangements. Things do not fall into their proper train for a day or two, and sometimes one or two of the company may have to get innured to the unstable equilibrium of the vessel. Fortunately no one on board the *Diana* ever felt the undesirable results except Tipper, and even he never succumbed, except in extremely bad weather, and since we had started the sea had been as forbearing as the most frog-eating Frenchman could desire, but something is always amiss when first you set out. When we two went down to breakfast we found Pieman laboriously endeavouring to open a box of sardines with a marling-spike, having already broken his pen-knife in the attempt, but success did not reward his perseverance.

Murphy had discovered while robing himself that he had no stockings, except the single pair in which he had travelled down the previous day, and we had all simultaneously ascertained the fact that there was no soap in any of our berths. What was to be done? "We must wait till we get to Plymouth," said Pieman, "and do as best we can till then."

Breakfast proceeded leisurely, for the principal way in which we asserted the independance of maritime progression was, in conducting all our proceedings from getting up in the morning to retiring at night, on the principle that we had nothing to do afterwards to cause any unseemly haste in our present actions. This notion we carried out in all its details in the most exaggerated way in order to be on the safe side, and to show as much as possible our renunciation of any thing like order or system in killing time.

"Some people," said Pieman, "spoil all the pleasure in travelling by reducing it to a duty. Now I was abroad once with two aunts and a reverend uncle, and they used to draw out their plan of operations like a general making a campaign. Every place we went to there was the same routine:—first, go to the cathedral, look at the stained glass windows, Madonna, altar piece, and all the pictures; then rush off to the castle, look down all the dark passages, grind up to the top of all the turrets, and then back to the hotel, pay the bill, and catch the diligence for the next place. And when you come home you try to delude yourself into the notion that you have had a pleasant tour:—No such thing! I'll tell you what, we English make everything too much of a duty, even what ought to be done for mere pleasure. I don't want you to be like Frenchmen turning everything into enjoyment, and not doing anything

for duty, but just because they like it. No, what I say is, when you are working, work regularly and steadily, and portion out your time by rule, but when the object is to enjoy yourself, do just what your fancy suggests. Ah! there it's out of course. Have any of you fellows got a light?"

The peroration of Pieman's discourse referred to his pipe, which had died out, during his exposition of his notions on travelling. Murphy had signified his approval by occasional nods and interjections; but being more slow and deliberate than Pieman he kept his pipe in his mouth while speaking.

"That's just what I think," he said, "I always like to get through life as easy as possible. When I have money of course I spend it, and when it is gone I do the best I can. Working hard at it (puff) law you know is not a pleasant occupation especially where no attorneys have sufficient (puff) discernment of genius to give one briefs, but when I do take a start at reading I work hard as long as it lasts. There's many a flower you know," said Murphy, alluding modestly to himself, "that's born to blush, something or other, I forget, but I daresay in the long run I shall ——"

Probably he was at a loss for a word to end with, for he emitted a long stream of tobacco smoke instead of the expected verb. Pieman took the opportunity to lecture him on idleness, for Murphy was very clever, and proportionally poor and reckless, and cared little for tomorrow so long as he had sufficient for to-day. Tipper and I feeling that Pieman's lecture would be superfluous to us retired to the quarter-deck; and there stowed ourselves away and read novels respectively.

(To be continued.)

A WINTER'S TALE, OR, EVENINGS AT HOME.

It was a cold raw gusty November evening, setting in with sleety rain and driving hail, which pattered sharply against the windows of an old fashioned country house in L——, making the comfort of a bright fire, and a well lighted and not badly furnished dinner table, more and more enjoyable, when contrasted with the unenviable lot of those, who were compelled to be abroad on so wild and bitter a night. The ladies had just retired to the drawing room, and the host remarking on the severity of the weather, poking the fire, and drawing his chair closer to it, called on his three guests to do likewise, and make themselves comfortable.—Of the party it is sufficient to say, that the junior member was a young Oxonian, and a connection of the family, who rejoiced in

the abbreviation of 'Ted.' The next was a 'fat friend,' and like all bulky individuals, good tempered and much given to creature comforts and celibacy, the third an old and valued friend of the master of the house, and a frequent companion with him in many a yachting cruise, and who, tho' not naturally deficient in cheerfulness, was apt sometimes to indulge in certain morbid ideas and strange fancies.

"Aye, it is a coarse night at sea, you may well say;" assented the last named guest. "The barometer has been falling all day, the sun set hard and yellow, and this night, I fear will be to many a poor mariner, his last—*God* help him."

"Now W——," exclaimed the young collegian, "don't begin croaking again, for my part, I don't care to think of such woebegone subjects as these, and whilst we are so cosy and comfortable here, after a good dinner, and a hard day's walking over the moors, I say it is hardly complimentary to our host and his undeniable wine, to be otherwise than merry, so pass the claret if you please, and you may as well send the olives this way also."

"Ah! Ted my boy," returned the other, "you speak lightly and without thinking, but it is at such times as these, when the contrast is greatest, we should remember the ever recurring peril of the poor seaman, think how severe and unremitting is his labour, how hard and scanty his fare, and last of all, especially in the short handed coaster or fishing boat, how great the risk of shipwreck in winter gales like these, where there is more night than day.—No! No! if you had seen as many stormy days and nights at sea as I have, you would bestow more than a passing thought on those, who even now may be fighting the last cruel battle with wind and wave!, yes! perhaps at this very moment, the last shrill cry of despair is gurgling and choking in the throat of some poor drowning wretch, who has been struggling for hours and hours against death. Ah! better for him to have perished at once, than to have the life slowly beaten out of him, whilst struggling and clutching at what does but lengthen his agony, yet hoping to the last, aye! 'tis a dozen deaths in one—Hark! do you not hear," cried W——, starting up, as a sudden gust burst open one of the casement windows in the adjoining room and the wind, now increased to a heavy gale whistled fitfully through every chink and cranny—"Never can I shut my ears to that mournful sound. Who can say there is no truth in the old fancy that the howling of the wind is but the restless wailing spirit of the drowned mariner, seeking rest in his own quiet village church yard?"

"My dear W——," interrupted our Fat Friend, "you're a cup too low, do for heaven's sake take another glass of that port at your elbow and spare us any more of your lugubrious imaginations. I declare I shan't

be able to sleep a wink to night especially in this ghostly old house, where the wind whistles at every corner, and every thing else is as silent as—as our host here. I wouldn't sleep in the 'ghost room' to night, for anything you could give me, tho' if the ghost is a sensible one, I should think he would scarcely 'walk' such a night as this,—he doesn't roam about the house much does he?—keeps to his own apartment, I hope, eh! Hal?—”

“Make yourself quite easy about that, K——,” replied the individual appealed to. “The only spirit you are likely to come across to-night, is some of the finest whiskey you ever tried, Morgan's best, and not a headache in a hogshead of it. Come, what say you, gentlemen—I see you do not finish your wine, especially W—— there, who I must say is anything but cheerful this evening. Shall we adjourn and have a quiet cigar and a 'tumbler of punch' after coffee?”

The proposition was at once agreed to and in the course of half an hour or so, round the fire of the snug, low-roofed, mullion-windowed, irregular-shaped room, which was held sacred to the sole and especial use of the “master,” were seated the four friends, surrounded with an atmosphere of tobacco smoke, and luxuriating in all the comfort of easy slippers, unbuttoned waistcoats and dressing-jackets. On the walls of the room hung a variety of decorations: paintings of yachts, dogs, and portraits, (the former, by-the-bye, greatly preponderating), models of vessels, and curiosities of every kind covering all the available space. After a silence of some minutes, during which refractory cigars were pricked, grog mixed, and easy chairs made more easy still; the stout guest glancing at the walls, remarked:—

“Ah, the 'ruling passion,' I see, any amount of salt water in those yachting pictures, and models. All very well, when we are comfortably seated round the fire, or perhaps in fine weather, which according to these pictures, yachts always appear to enjoy; but with a rough sea and windy weather, I expect you like stopping on land, don't you?”

“No one prefers bad weather to good,” answered W——, sententially. “Ask our host.”

“Well,” resumed K——, “what say you, friend Hal; what are your experiences—let us have them; can't you spin us a yarn, as you would call it, I suppose, and we will try and be diligent listeners?”

“Yes, by all means, let us have a yarn,” cried the others.

“It's little I can tell you that would interest you,” was the reply: “nevertheless, if you wish it, I'll do my best, but, understand, it must be under a treaty of reciprocity, you must each give your story in return. Is it a bargain? if not, I am silent.”

“It is,” was again the unanimous reply.

"Yes, call it '*Noctes naufragiana*,' eh?" put in Ted, and the host settling himself in his chair commenced as follows :—

"Nearly the last cruise I ever had in the old N——, was late in the Autumn of 185—. The weather had been particularly favourable so far, and I had been tempted to remain about the coast of Brittany rather longer than I intended, in consequence. At last, however, I felt it would be wrong further to delay our return, as the equinoctials were now due, and our voyage home a long one, so all things being ready, one fine October afternoon we bid adieu to the French shores, and laid our course for England. We were soon out of sight of land, the evening was lovely, the breeze all that could be desired ; we sat down to dinner eagerly, dined heartily, rose thankfully, and went on deck contentedly, just as the glorious harvest moon was slowly rising from the horizon, and spreading a mellow brightness over the gently undulating waters. Hackneyed and stale as the remark may be, surely nothing in nature, can be more beautiful than the harvest moon at sea. Ah, how often do the recollections of the calm solemn tranquillity of such nights, now alas, long past and gone, rise before me again and again, soothing many a vexatious trouble, with quiet pleasant fancies, and half melancholy retrospections, which do one good to dwell upon. Such were the thoughts I was indulging in, with a dreamy sort of wakefulness, on this autumn night, as, having sent all hands below to supper, except the look-out man, I stood at the helm alone. Some hours after this, when the moon was obscured with the fast gathering clouds, I was again at the helm, when suddenly—'Light under our lee bow, sir !—port !—hard a-port ! hard down the helm. Starboard again—steady that !—all clear sir !' Such were the bewildering directions I received from the look-out forward, as we rapidly passed a series of little twinkling lights denoting the 'whereabouts' of a dozen or two of little fishing-boats, riding to their nets just abreast of the Hanois Rocks. All my dreams thus rudely disturbed, I called the mate aft, gave him his course, and went to bed, and waking at the usual time, next morning about seven, and going on deck, I found to my surprise we were not more than a couple of miles from Dartmouth, where we shortly afterwards anchored.

"Here we remained a day or two, in order that we might enjoy the beautiful scenery of the Dart, and visit Totness, and other places. On Wednesday evening, we sailed, with a light breeze for Plymouth, where we arrived about three o'clock next morning. The day we spent in going over the dock-yards at Devonport, and at seven o'clock that evening, we again put to sea, hoping that our next resting-place woul'

be Holyhead. Of this we could not be very sanguine, for the weather looked anything but propitious, the glass was going down, and the sky had lost that placid appearance we were so accustomed to, and looked cold, cheerless, and damp. Next morning at seven o'clock, we were off the Rundle Stone, when we observed a large cutter yacht, that had just come round the land, shaking out her reefs, sending up her topmasts, and bearing evident signs of bad weather somewhere. This was not very encouraging to us, you'll admit, but we were going home, and bound to carry on, so at noon we rounded the Longships once more. The last time we passed it, we considered our voyage all but accomplished, but now we had a long and stormy journey before us, and bad weather evidently brewing. There was a very apparent, but indefinite sort of anxiety amongst us; but 'forewarned is forearmed,' and we determined to do battle as best we might, and on no account, run back again, so long as we could show a stitch of canvas.

"For four long hours we were be-calmed, rolling heavily and uneasily in the hollow seas, and each now and then, the yacht would take a long sickly lurch, sending pots and pans clattering off the galley fire, the heavy boom swinging and jerking at the main-sheet as though it would tear out the very stern-post; and indeed, to use an expression I once heard from a Yankee, 'there was some pretty considerable tall water about.' Altogether, it was as cheerless an afternoon as need be, and everybody and everything, looked wet and uncomfortable. Soon there comes a warning gust quick and sharp, and then, an ominous lull—and then, with a roar, the harsh north wind was upon us, and sea and sky seemed blacker than ever. Now our harassing anxious work began, and with no prospect of intermission for many weary hours, but it was better than the listless calm, and speedily all was activity on board, shortening sail and making security doubly secure. The wind was dead in our teeth, and increased so rapidly, that we had three reefs tied down, one after the other, in less than an hour, and still the sea was surging heavily over our lee deck, till the jolly-boat was nearly floating. Then came the question, should we continue the course we were on, E.N.E., or head for the Irish shore, as with the wind as it was, we could fetch the Hook Light, and then work up the land. At last I concluded to continue the former plan, as it appeared probable that we should have the wind from N.E. for some time, and I hoped to have smoother water in that case. It was a series of disappointments, though, all throughout, the wind and rain steadily increasing, and though we were under storm canvas the sea ran so high, we were almost smothered in it. The night too seemed to set in earlier than usual, it was, in fact, just such a night as this, and at this time of

the season there is not too much daylight to spare. We kept her to it as close hauled as we could, but she would not look at her course at all for Milford; I then thought if we could get near Lundy Island for shelter, I should be satisfied. Anything rather than have to run round the Land's End again, so we sailed her a little more free, and were somewhat easier in consequence, that is, we could take our supper at the table, instead of sitting on the floor, holding on to everything, and right gladly we exchanged the wet deck for the cabin, where, thanks to the careful foresight of the steward, all was as neat and snug-looking as usual, the cushions buttoned fast, book-cases and cupboard doors locked, and everything that could possibly fetch way either in state-room, fore-castle, or pantry, had been properly secured before we left Plymouth."

"Yes," interrupted W——, "these seem small matters, and so they are perhaps, "but it is surprising how great an addition they are to your comfort if properly attended to. Nothing to my mind, seems so forlorn and unpleasant as the sight of your things knocking about on the floor in a heap; you can find nothing when you want it, and everywhere you turn, you are reminded, what shocking bad weather it is. Doors banging on every side, and catching your fingers when you attempt to shut them—then perhaps a drawer launches itself against your legs, and to crown all a top locker bursts out, and an avalanche of bottles, full and empty, crashes out on your unlucky carcase. But excuse my interruption, pray go on."

"You are quite right, though, W——," replied the narrator, "I merely referred to the circumstances for the benefit of our friends here, and to impress on their minds that yachting is not always pleasure-sailing. Now, that evening was as unpleasant as could be, without any of the mischances you have just enumerated, yet our little room being neat and tidy, the supper hot and savoury, and having nothing to interfere with our enjoyment of it, save and except the extreme oscillation of the table, our spirits again rose, and we returned to the deck, after a glass of hot toddy, like giants refreshed, and ready for the fray. Still the wind and sea increased till at last even Lundy seemed unattainable, and I then determined to try Padstow if I could only get a pilot; shortly after this, we overhauled a little schooner, bound to Neath, and which we hailed for information.

"The captain told us there was no chance of getting such a thing as a pilot, but offered to lead us into the entrance of Padstow, and take us clear of all the intervening dangers. His truly unselfish offer, (for he would have to go a considerable distance out of his way to do this,)

was thankfully accepted, and prepared to follow astern of our friendly guide, by hauling the foresail to windward, and gathering in the main-sheet. Even this was insufficient to keep us in the wake of the heavily laden schooner, so the peak halyards were let go, and we rolled and tumbled about more than ever. I do not pretend to any great amount of nerve, but that night we had an hour of such work as might well shake the stoutest heart. Three or four times I would not have insured any of our chances of escape for the toss-up of a halfpenny—one false move and nothing could have saved us. Our plight was this,—the tides and races were like a mill-sludge, we were obliged to keep astern of the schooner, (which was taking us through an inner passage), the rocks cropping up on all sides, some rising in bold black masses, others only recognisable by the cataracts of boiling foam that burst over them, (the back-wash more than once fairly deluging us on deck, so close were we to the rocks,) and then the yacht from the sail that was on her, or rather the want of sail, was all but unmanageable in the heavy sea. Our best and steadiest helmsman was sent to the tiller, and the skipper and I, taking the weather and lee rigging respectively, prepared to con the vessel, but we soon saw that everything depended entirely on the helmsman, and that his quick eye, in that whirling tide, alone must carry us through. More than once it was with difficulty I could repress an involuntary exclamation, for I expected we must strike, and then all was over, but a special Providence was with us that night, and mercifully, in the end, were we carried clear of all peril—for now, a wide estuary running far inland, lay before us. Then the schooner rounding to, and hailing us, to be sure above all things to keep as close in shore as we possibly could, and on no account to keep further from it than a biscuit-throw, paid off on the other tack, and with a cheery 'good night and good luck,' the Brothers of New Quay, and her most brotherly captain and crew were speedily lost sight of in the dark shadow of the cliff, bearing with them, I need not tell you, our warmest and sincerest good wishes for their prosperity, and leaving a gloomier feeling, now they were gone, than I cared to confess.

"Closing in with the land, we followed the directions we had received, most implicitly, and shooting round the head, we found ourselves, at any rate in smooth water. It is awkward work, and has an unpleasant feeling too, to hug a strange shore very closely, and I suppose we did not keep close enough, for the leadsman gave us progressively, the water shoaling fast, till at last, when 'a quarter, less two,' was given, I could stand it no longer, and sang out, 'down with the helm—let go the anchor!' and we were brought up all standing, so abruptly that

the hawse-pipe was carried away, and we swung round, like a salmon just hooked.

"A signal light was then fired, and it blazed out, spreading its baleful blue glare over our weather worn vessel and crew, for a moment revealing our position close to the land, and better than all, bringing off a Padstow pilot, who at once gave orders for a shift of berth, as he said we should be high and dry in a few hours, if we remained, and took all responsibilities off our hands. I shall not soon forget the sense of relief I experienced, as I took him down to the cabin, and after some discussion directed him to take us in to Padstow harbour, some four miles distant, and you will believe me when I say, I think none of us, failed to remember, for many a day, with thankful hearts, the narrow escape we had on that critical night."

"And yet you call this, pleasure," cried K. as the speaker concluded; "and can actually endure any amount of discomfort, not to speak of the danger, and flatter yourselves its amusement! Was it Dr. Johnson who said, 'a ship was a prison with a chance of being drowned?' and who was it who remarked, that 'a man who goes to sea for pleasure, would go to a much hotter place for pastime?' No, no, you wont catch me on board a yacht, if I can help it."

"Softly, my dear K. you appear to forget that there are risks, more or less, in all sports, and you, as a foxhunter, I firmly believe, are in more frequent peril than I am, when at sea; and I think my escapes have been less remarkable than that which you so narrowly missed, when your horse fell down an old coal mine, and by some lucky chance left you on the top."

"I stand corrected," was the reply, "each man to his taste, *de gustibus, &c.*, and I don't know but what it *would* be more agreeable, and at any rate more dignified, to be drowned in salt water, rather than in an old pit."

"And the friendly schooner," asked the Oxonian, lighting his bed candle, "did you see her again, and what became of her?"

"Alas! the old story, and the usual ending; not many months after, I read her only epitaph in the hard, dry, records of the Shipping news,—

"The Brothers of New Quay, which left Penzance for Newport in ballast, foundered off the Longships during the gale on the 27th of December, and all hands perished."

(To be continued.)

CRUISE OF THE DREAM.*

JULY 30.—Thermometer 80°; weighed at eight o'clock—when the sea breeze came on—and are stealing along shore for Santa Cruz: weather lovely, but very hot; more so than the thermometer might indicate, as it is only five degrees above summer heat in England. However, the feeling of heat is not governed by the number of degrees, but by the particular condition of the atmosphere as it affects our bodies; and then our habits and dress are accommodated to disarm the rising of the mercury. Here we have tubs of cold water, &c. Bentinck is arrayed in white blouse, white trowsers, white shoes, and white hat. Murray rejoices in a sort of mystical blue cotton shirt, embroidered in gold hieroglyphics and reaching to his ankles, which he seems to have obtained from some friendly Oriental.

“This did an Egyptian to my mother give.”

My costume is of a more Christian character, but as gossamer as the Portsmouth outfitter could supply me with impromptu. We are all in a state of deliquation and thaw.

JULY 31st.—At anchor in the bay of Santa Cruz. Instead of the miserable squalid appearance described by Captain Fitzroy, it is one of the most picturesque, interesting looking towns I ever saw. The houses shining in the sun with their gay colours—blue, white, yellow and red; the tall spires of the churches; the flags of the consuls of different nations; the fringe of white batteries along the water's edge; kintas with their gardens and vineyards; and palms and cocoa-nut trees scattered here and there, and the everlasting peak towering over all, like a giant sentinel—altogether, a striking tableau. The historical recollections of Blake and Nelson give additional interest to Santa Cruz.

The Pratique boat came off whilst we were at dinner, and admitted us to entry, and we landed accordingly at the Mole after our coffee. The Mole is advancing, according to Spanish fashion, a yard a year, and will, after we have dreamed out our dream, afford good shelter to any future “Dream,” or other yacht which may arrive here in the year 2056. At the Mole-head is the alameda, or public walk, looking over the sea. It is rather a poor affair for the capital of this Archipelago, but it has some fine statues and trees, and is planted with gigantic sun-flowers, as tall as trees, and geraniums, and it is watered and swept, and has rather a gala look.

In the Mole the whole tawny population of the town appeared to have collected to enjoy their evening swim, and screaming, and chatter.

* Continued from page 72.

I like to hear people noisy, though it jars upon my nerves; it is a sign they are happy. The murmurings and curses of discontent, though deep enough, are not loud.

We went to Mr. Richardson's hotel. He came off in the *Pratique* boat, and pointed out his hostelry, and the flag that waved over it to our notice. He undertook the fresh meat and watering, and washing business, and gave us some à Grace and Naples biscuits; the drink is the juice of the wild grape, sweetened with sugar and cooled with snow; and not bad. Mr. Richardson is as garrulous as his class is said to be all over the world. He informed us, amongst other notorieties of his house, that it began life as the Inquisition, which, I suspect, was merely to give an interest to his dwelling, and that this fact of its antecedents was a story of the Straits. I should explain this phrase if I have not already done so; and if I have, excuse the repetition, for I cannot try back.

An old sailor friend of mine, who was master of a ship I commanded, and is now a post-captain, had certain axioms which he had established, for long experience made him sage, and he relied upon them when so established with something of the faith he had in the square of the side subtending the right angle being equal to the square of the other two sides. Amongst these verities was, that any man who spoke of having sailed through the Straits of Pa-lam-ban-jang was never to be believed on any subject whatever; and as Mr. Richardson's house, with its wide staircase, open corridors filled with flowers, large windows and balconies, has as little a dungeon and rack look as can be imagined, I take it the historian of the dwelling must have sailed through the Straits.

This description of house, with a large court-yard in the centre, and a fountain and flowers, is admirably adapted to hot climates, and it seems to have been one of the best fashions introduced by the Moors, into Spain, and transmitted by Spain to her colonies; very well suited for the Tertullias of gentle Senóritas, but not for a fraternity of the order of Jesus. The plant which we admired as ornamenting the hills is, we are informed, the *Euphorbia*, which grow to a large size, and is used for fuel.

We did not go in the English 'bus, which plies daily to the interior, but we are told the villages are pretty and the scenery beautiful. Mr. Smyth, professor, has gone to the peak with his wooden houses and instruments for astronomical purposes. Mr. Stephenson's, the great engineer's, yacht had been lent to the professor, and is lying alongside of us. They describe the anchorage as quite safe, at least in summer,

the wind never blowing home. The inhabitants complain a good deal of the land-tax which has been imposed upon them to supply the deficiency in the revenues of the customs, resulting from free-trade.

A Prussian man-of-war has just anchored ahead of us. I heard she is an instruction vessel, and certainly instruction is needed even in the instructors. They took their sails in, not altogether, as I approve, but in succession; and in firing their salute, where a gun hung fire they discharged a second, when the first thought better of it, and went off, the two together, which, happening twice had a clumsy effect. However they are beginners, and do pretty well in all things; but they should stick to their landwehr and grenadiers, and leave the ocean to others. The craft however looked very well, and if they had known that an English Admiral, and the best sailor of the Yacht Club, were watching them they would have minded their hits.

Went on shore after the men had dined, and walked over the town with Mr. Murray, the Consul; both Bentinck and Murray knew him when he was Consul somewhere in Barbary, and they were sailing amongst the Moors; he was very obliging and civil. He took us to his house, where he had some beautiful copies of Murillo, done by a Seville artist. Instead of hammering away for ever at Rubens, and Vandyke, and Titian, and Raphael—all of whose best pictures have been copied and engraved a thousand times over—why don't artists and amateurs go to Seville and Madrid, and other Spanish towns, where there are beautiful Murillos' and Velasquez', which are little known, and of which no engravings exist?

The town of Santa Cruz was clean and in good repair, but had the idiosyncratic Spanish smell, a compound of oil, onions, charcoal, cigars, garlick and orange peel, which carried me backwards to forgotten events. These are recalled by smells and sounds far more than by the effort of intellect. The senses, I suppose, have more influence than the spirit. The market-place is handsome and the cathedral very fine, and contains some tolerable paintings and some beautiful oak carving. In the square is a monument in marble, to commemorate the conversion of the Aborigines to Christianity, which, having accomplished, their convertors, proceeded—as they did elsewhere—to exterminate their proselytes by cruelty and hard labour; they, unhappily, entirely succeeded, and not a soul of that gentle race, whose blood cries to Heaven against Catholic Spain, now remains. The batteries are in a far better state than is usual in Spain or her colonies; and the sentry, who smoked his cigar at the gate, and carried a musket of the most portentous length, was by no means such a ragamuffin as might be expected; his shoes

were canoes and his trowsers bread bags—but not bad for Teneriffe. In the cathedral is preserved, in a glass case, the colours of the “Fox,” cutter, which was sunk in Lord Nelson’s attack on Teneriffe, when he lost his arm. To be sure, poor people, they do not abound in such spolia, and having few specimens of “the flag which braved,” &c., wherewith to adorn their churches, they cherish, naturally, such as they have—“the smallest donation,” &c.

I went to the Admiralty-office to endeavour to procure some of Tofino’s charts, but the establishment was undergoing their siesta; every thing was asleep. The hot sun was sending his hot flickering rays, like the blast of a furnace, down upon the streets, and all nature had yielded to the drowsy influence of heat and dinner. The only waking specimens of animated nature were the lively lizards, racing over the hot walls; and these, naturalists tell us, are of the genus salamander. The bullocks were lying down under their heavy loads, and the drivers in the shade. The browsing camels’ bells were tinkling—for they did not keep siesta; but no “mother looking from her lattice high,” for mother and daughter, husband and lover, and brother and sister, and man servant and maid servant, were all on their beam-ends asleep.

As we could do nothing as to the charts we went to a store to get some water colours,—which I wanted for my sketches—and found, behind a screen of Indian matting, a yellow official not altogether asleep, but half way, and enveloped in a drowsy cloud of tobacco smoke. From him I obtained some little flat colour cakes, something like pulmonic wafers, as the substitute for “Ackermann’s superfine,” and then had a lounge where the sea breeze could blow upon us. We returned to the hotel and ascended the creaking oak staircase to the gallery, where we found a Creole girl reposing, after her day’s labours, on a log of wood, from which she arose to usher us into the saloon. She was rather pretty, but clothed somewhat scantily—in a loose blue cotton chemise tied in at the waist, and a woollen petticoat, short enough to disclose bare legs of very unimpeachable symmetry. She wore a red handkerchief wound round her head, from which descended hair, blacker and brighter than jet, and her teeth were a good deal whiter than ivory. “Dolores mia,” I said, making a shot at her name, and another at my Castilian, “Dolores mia gusto biber à grace,” which she accordingly went off to procure, and during her absence we walked about and examined the apartment. It was a large room, extending the whole front of the house, with high oak roof and an uneven floor, and four or five high windows, looking out on the hot street, over the hot hazy bay, and on to the hot hazy mountains. The walls, against which were

placed cane seats and rush chairs, were painted in green distemper, and ornamented with looking-glasses in black frames and veined wavy plates, which had a most vertiginous effect, and a succession of prints in black frames—of the Warren Hastings, at Gravesend; the Death of Captain Falkner in the *Blanche*; the Trial of Louis XVI.; George III. and his Family; General Washington in his cocked hat; and the Landing of Julius Cæsar.

Whilst examining these works of art, a pleasing, gentlemanlike young officer came out of his boudoir at the end of the salon, and entered into conversation. He told us he had been occupying six months' leave in travelling through these beautiful islands, respecting which he gave us some information, and invited us into his apartment. It was very scantily furnished, and I suspect that any ablutions which he was unable to accomplish in a slop bason must be performed in the Mole below, or off the rocks. However, he seemed satisfied with his accommodation and pleased with everything. He said there was a good table d'hôte at five o'clock, where tomato soup, fish, guinea fowls, &c., with excellent wine, were administered daily for five francs a head; and as at this "fonction" the Consul—in the absence of his family,—some of the merchants, the *élite* of the island, and the traveller himself assisted, it was a pleasant re-union enough.

At eight o'clock, when we were there, it was as drowsy and solitary a concern as could be. However, as we lounged about the door outside in the cool of the evening, it may be imagined how we pricked up our ears when the tales of my landlord, which were pretty diffuse, wandered into the following, which I noted down in his landlord vernacular:—

"You see, sir, this is how it was,—a ship was fitted out by a company at Liverpool, some years ago, to search for treasure at the Salvage Islands, which was said to be buried there in two ships' coppers and some casks by pirates, who used to plunder outward bound Indiamen, and make the crews "walk the plank." Well, one day they were chased by an English man-of-war, who pitched into them and sunk them, as they would not heave to. One man only was saved, who was treated so kindly by the captain of the ship-of-war, that he told him where the treasure was hid, and gave him the marks on the rock to find it out—(Credat Judæus!)—Well, the story somehow or other gets to Liverpool, and out comes the John Wesley to the Great Salvage to search. They remained there digging for two or three months, and said they found nothing; and then they came here for water. They got their water on board and returned to the island, and then came a report that they found money to the amount of £40,000, which they carried

up the Straits and landed at Marseilles; but whether this was true or false I am sure I can't say, and so the matter passed over. One morning after this, a boat comes here with four starving men, who had to be carried up to my house, and they said they belonged to a ship which fitted out at Liverpool after the John Wesley's return. Whether because the John Wesley had found some, and they thought they would find the rest (two millions sterling were supposed to be hidden), or that as the John Wesley failed, and left the chance to others, they would try, I don't know, but out they came in good earnest, with wooden houses, miners, and miners' tools, and then they landed with six months' provisions, and two boats, and set to work. The ship left them to go to Iehabo for guano, and promised to call back on their return home and take the diggers off with anything they found. They dug, and dug, and dug, till their hearts ached, and they got down to the bare rock, but found nothing except a dead body buried under the sand and a few boards, and a copper coin (a penny piece) of the reign of George III., marked with a sort of index on the back, and on the face the four points of the compass with the letter N at each point. Well, by this time they had eaten their six months' provisions in two, and were hard up, and so launched their boat and found their way here; and as they had had nothing for several days but a handful of parched peas, they were regularly done up, and so thin and weak, that I tucked up the chief man under my arm like a child, and carried him up to my house. He was a sharpish hand, the others uncommon stupid. He showed me the copper coin, and I offered him a goodish bit of money for it, but he said he would not take £100 for it, as he thought it pointed out something, if he could only find out what. The ship which left them they called the Harriet, Capt. Mather, or Mathew. The Portuguese Government did not much like their digging, but did not hinder them. When they landed here they certainly had found nothing, for they did not bring a dollar amongst them; and I don't think the John Wesley had found anything, or they could not keep it so close. Now this is all I can tell. I think there is something in it, but dear knows how much."

I let Mr. Richardson run ahead, which he was good at, and he made the above statement: I then put some cross-examination, but elicited nothing further but that there were two iron tanks as well as the ships' coppers, and casks. It was clear to me that some traditional bits of *my* story had taken root, such as the exact sum of two millions, the dead body, and one survivor of the pirates. One can recognise, also, fragments, of "Blackbeard," "Captain Kidd," "Percival Keene," and others, with a superstructure of invention; but thus it is in all history.

truth and falsehood are mingled together in one gorgeous and brittle mass. That Christian Cruise made his report, that I went and searched in vain, and that a party of Liverpool people, having heard *some* story, dug, as we have seen, is so far undeniably true. That money was hidden and not yet found is, I think, probable. That one survivor getting clear from the sinking pirate, and a sudden thought striking him of swearing an eternal friendship to his captor, like Matilda and Cecilia in the Rovers; who, when he got the marks, never went to search, or reported the transaction to the Admiralty—must all come under the head of fables, which adhered to the original truth as it drifted down the stream of time, just as we found a nucleus of primitive rock at the Great Salvage sent on its travels upwards by a submarine volcano, and collecting secondary and tertiary formations with clay, sand, and shells, presenting a combination of discordant and almost inseparable materials. That the coin found was an English one, instead of a Spanish is a difficulty; and that such a revelation should have been made to the English captain by the surviving pirate, is a still greater one, as nothing came of it; indeed, this particular breaks down the story. A beam is no stronger than its weakest part; and here it is our beam breaks.

I subsequently questioned Mr. Murray on the subject, and told him that I was the officer who had, in 1813, been sent to search for the supposed treasure, and very much wished he could call to mind such circumstances as he could remember of Mr. Richardson's revelations. He said his impression was that both vessels were parts of the same speculation, and originated with an adventurous man, a Mr. Rae, of Liverpool, who prevailed upon a Mr. Cowell of Liverpool, to send out and search for a treasure supposed to be hidden in the Salvages; that they accordingly did so send, and dug up the promising spots, as if they were trenching the ground; that having heard of the proceedings, and being aware of the jealousy with which Spaniards and Portuguese received all strangers, he Mr. Murray, advised our Government to let one of our Coast of Africa squadron see what was going on, and that Capt. Joliffe, (he thinks was the officer,) called accordingly, and reported that he did not consider there was any wrong doing. Mr. Murray remembered the ship calling for water, and the starving men whom he sent home in some English vessel. He is persuaded that neither party found any, or at least, any large sum of money; the one came to Teneriffe without a dollar, and from what he heard subsequently of the other, he don't believe they were more successful. As to the buried skeleton, reported to be dug up, he says it does not seem to him quite certain that any was found, and if it were so, it might have been the body of some defunct

fisherman, and was not necessarily a clue to anything more important. I don't know what my exploring brethren may think of all this, my impression is that that the search originated in the tradition of my story, and not the written one, which differ as the facts of all history, traveling through such various channels, usually do. I believe the body—at least a body—was found; and I believe also in the copper coin, because it was produced, and as it seems to be a freebooting canon to go by the rule of *con-tra-ry*; the N. N. N. N. may mean, if it mean anything, S. S. S. S., but I am afraid this is a case of *Dousterswivel*, "Search No. 2."

I believe also in the box of dollars. Where was this found? And what part of the Salvages was subjected to the search by Mr. Rao? And might it not be worth our while—having the ground so narrowed by the previous diggers—to have a look at the other spots which may appear encouraging. The Piton, or little Salvage, eight miles from the other, is not surveyed, but is we know surrounded by reefs and desperate man-traps, or rather yacht-traps, but we must feel our way. The little Dream must "come unto it delicately," and will not, I trust, be demolished by any one of the one thousand guardians of the island, which shew their black heads over the water to deter intruders.

(*To be continued.*)

SKETCHES OF NAVAL LIFE.*

BY AN OLD SALT.

CHAPTER XVIII.

I REALLY do think "Jack" is the most extraordinary fish that ever floated. He has an odd way of forming crude ideas and notions, and a zealous earnestness in their execution, wonderful to witness. The more "outré" a measure, the more he is determined to carry it out, and that too in his own way, often in open violation of all established rules; as by general society made and provided. No sooner was it known, fore and aft, that boy Bob was Mrs Jem Bentley, and that it was necessary to "rig her in female togger," than as many checked shirts were produced as would have clothed a female charity school; but the difficulty to get Mrs Bentley to aid, directly or indirectly, in clothing herself properly, was the most surprising part of it, for she who, as *boy Bob*,

* Continued from page 84.

was the most pert young puppy of a *lad*, was, now detected, the most shame-faced and retiring person imaginable. However, she consented to let her husband measure her, and then one of the sailmaker's crew received his instructions from Jem Bentley, and wrote them down on the mess table, in chalk, some of them reading as follows ; " Hite from stem to starn, five foot nuthin; bredh o' beam, fore foot aigt inhs, smalist surkomfrence a midships, thre foot an' a bit, &c."

And then was to be seen a dozen huge seamen, with immense brobdignag fists, cutting female attire and nautical jokes at the same time, and sewing away for dear life ; and when Mrs Bentley positively refused to have the garments tried on in a half finished state, so as to be what Jack called " shipmate " when done, they got one of the lads belonging to the mizentop to act as what they called " a heffegy," and by the aid of two pillows inserted beneath his clothes in two very opposite directions, amidst the most uproarious laughter, they succeeded in making poor Mrs. Bentley two suits of clothes, if not the best fitting, at least the most extraordinary, ever yet produced as female attire. And then the cap, that *was* a poser. One man insisted it clued up behind, when another said it brailed up before, with a muzzle lashing under the chin to keep it on the figure-head ; but, happily, Mrs B——, disdained caps ; and as for a bonnet, the first lieutenant begged her acceptance of a Turkish smoking cap, glittering with gold spangles, and which she wore just a leetle on one side, with the most coquettish air imaginable, causing our captain now and then to say to the donor, " I say, H——, you need not have fired up at me so about Mrs Bentley, you see the *cap* fits." As for myself, I'd a great mind to give her nothing ; but at last I produced a pair of pumps, with silver buckles, far too small for me, and two pair of silk stockings, both which articles fitted wonderfully well, she having what we call in Ireland " a mighty fine hould uv the floore!" Altogether, she came out very strong indeed. But all hands would insist on calling her boy Bob to the last of the cruise, to the secret delight of her husband, and her own infinite annoyance. However, she somehow or other managed to get me respited, and was petted and spoiled by everybody as a sort of nautical heroine.

I took an opportunity of speaking to her husband about his threat of "serving her out when he got her on shore," but he was rather difficult to manage about it. I told him how contemptible and cowardly a thing it was for a man to beat a woman, his lawful wife, too ; when he said—" You sees Master I often thout o' speaking to you about her and me being spliced together as man and wife, for there's a bit of a hitch about how that knot was tied as I can't zactly fathom wi'out advice. You sees, we was sort aways married, as I'm agoing to tell you, at Porta-

mouth ; and as the parson had to work double tides just then in consequence of so many men being paid off about that time, and some on um never thinking of marrying till most of their money was gone, and the women a coaxing of um to do it, so as to draw their half-pay when they was gone to sea again for next cruise, this here parson used to make um pay the dues afore he read over the article o' war, for he'd spliced one or two on um as had nothin' to pay him with. Howsumdever, that morning she and me was last of a whole batch o' men and lasses as was married; and the parson he sot his chief officer, the clerk, a collectin' the fines ; but just afore he began my job he sends the clerk away for summut, and when he hove in sight agin we was above half entered on the books o' matrimony, when what does old Mozambique do but whispers in the parson's ear, as we hadn't paid nothin' down towards expenses, when he stops short with a fizimahognamy as black as a thunder squall, and ses, ses he—' I withdraws this here sarvis till you pays the fees, sir.' So I ses, ' Werry well, sir, don't you let the weather get squally, and I'll see after the gilt.' So I dives fust into one pocket, and then into another, and after hauling out baccy, a knife, and a bit o' marlin, I finds three shilling and ninepence happenny, and that was every blessed cowny I had. So I looks at him, and he shakes his head like a Chiney manderine in a grocer's shop vinder ; and then 'I exes her what she'd a got, and she begins and pulls out a lot o' ribbins tied into true lovyers' knots, and some sugar candy and toffy, but no money, only a brass fardin' with a hole in it, and a horse hair rove through it for good luck ; so he guv his head a wosser shake then and said, 'As sich conduct was quite posterious and sinful in the church, and if I hadn't the money I must absense myself forthwith.' So I ses, 'beg pardon, sir, if I aint got *all* the dues, I've got some ; so take this here silver and happence, and marry me as fur as it'll go, and we'll cum back arter next cruise and pay up the score, and you can finish the splice then shipshape.' Well, Master —, I thout I was hactin' straightforrud enough to satisfy any man ; but, my eyes ! if you'd a seen *him*—how savage he was surely ; he called me a saclarigious scoundrel, and ordered me out of the church, and told old Mozambique to reject me by force of arms if I was obstropolous ; so out we cum, sure enough, half-spliced, in a sort of homeward-bound fashion, and he topped his boom as fierce as a halligator. Well, we waits outside till old Mozambique locks the church door, and then I gets him by the scuff of the neck, and ses I, ' Now old feller, I aint a goin' to hurt you *much*, if you'll only answer two questions o' mine as near true as *your* religion 'll let you ; and. fust, what does them high Dutch words, ' saclarigious and obstropolous,' mean,

'Well' ses he, 'the fust means them as pays not ythes, and the last, them as is a stiff necked generation,' which last idee cum into his head, I verily believe, because I was a squeezing of *his* throttle pretty tight at the time. Howsever, I let go of him, and ses I, 'Old feller, your commodore as sails under the black flag has *half* spliced us for nuthin'; now, as he's left the ship, and you are chief ossifer, and in command, if you'll finish 'tother half, I'll give you two shillin', hard cash, and we'll spend the rest in drink;' so he scratched his head and thout a bit. and then ses— 'Vel', it ain't a bad hoffer, and I'll take it; but I aint aldained, and can't do it in the church; but if you'll cum home to my house I'll do it there, and my missus shall be witness to the solemification.' So away we went, and he did it real serious and proper; and then, after I stood my drink, he stood his un, and his old 'oman sut it all out till her eyes shined like a cat's, and it was a real good wedding; only, you sees, sir, as it wasn't done in the church real quarterdeck fashion, I've had my doubts about its being all shipshape and Bristol fashion, and so I've took the liberty of speaking my mind to you about it, and hopes as you'll say whether there's any cable tier kinks in it or not."

I told him (although I felt it a most unorthodox freedom) that there was no doubt he was lawfully married, as, in my opinion, the clergyman could not stop in the middle of his service to demand his fees and that as the ceremony had been finished by the clerk, he ought to be satisfied. He said *he* was fully so, but all he was afeard of was that some time or other, when he was away on a cruise; Mrs B—— might take advantage of the doubt to get spliced to another man, which would break him up altogether. I advised him to obviate that danger by being married again as soon as he got on shore, which, at the end of our cruise, he actually did, and on that occasion paid the *whole* of his fees. And now I have finished with Mrs Jem Bentley, I cannot but remark upon the way in which her secret was kept by all who knew it. There were more than three-fourths of our ship's company wholly ignorant of the affair till the moment she rushed to her husband's rescue when he was being flogged on her account, which clearly proves that those who *did* know it, kept their secret to themselves.

Our first lieutenant taxed the master-at-arms with all want of his usual fox like sagacity in the detective line, when he allowed a woman to be on board for weeks undiscovered. It was as good as a play to see the look he gave Mr H——, as he said, "A werry pretty master-at-arms I should be, sir, if I'd a gone for to have exposed the sex of the first lieutenant's boy, sir, supposing her was a woman, sir, as it has *accidentally* turned out, sir. No, sir, if she'd a bin with a foremast-

man I'd a done it long ago, but officers is allowed to take freedoms with the sarvis as other folks isn't."

"Why, confound you," said Mr H.—, "you don't mean to say you *did* know it, sir; do you, eh?"

"Well, sir," said Old Nick, "if I ses so you'll not believe *me*, but if you'll ex the lady herself, she'll tell you as I *did* know she was a woman, and ven I threatened to peach on her to your bonor, she ses, ses she, if you does you'll be broked, for *he's so fond on me he doesn't know when he sees me.*"

How poor Mr H—— blushed and tried to look cross. Then he exclaimed, "You are all a set of lying, deceitful humbugs, and she is the worst of the lot; but I'll take precious good care my next boy is a boy before he enters my cabin." Then he went muttering to himself, "By George, if Mrs H—— should hear of it, what a row there'll be, she's so confoundedly jealous, and without the least cause, too; there's not a more faithful sailor-husband afloat. Wives should never interfere about what we do in a foreign port, if we're only kind to 'em at home."

(To be continued)

THE LIFE-BOATS.

Up to a recent period the life-boats of the Mersey Docks were only from 28 feet to 30 feet in length, and their extra buoyancy was supplied by air-tight casks secured under the thwarts round the sides of the boats, an arrangement cumbrous in its nature, as affording but a small proportion of buoyancy compared with actual space occupied by the casks. Since then three boats of a different description have been added to the establishment of the Board. First, a boat attached to the Liverpool station, and built by Mr. Thomas Costain, of Liverpool, having extra buoyancy supplied by detached air-tight cases fitted round her sides under the thwarts, which, being moulded to the form of the boat, afford, in proportion to their capacity, the greatest amount of buoyancy with the least encroachment upon the space of the boat, while their being detached admits of destruction or injury to a part without impairing the efficiency of others. She is also fitted with a water-tight deck, placed above her load-line, and through this deck and through the boat's bottom are pierced eight tubes of six inches diameter, the effect of which is that any water that may be shipped is discharged immediately through these tubes; upon one occasion, the boat having been filled to the gunwale for experiment, on the aperture of the tube being opened she emptied herself in forty-five seconds. She is 34 feet in length by 9 feet 10 inches beam.

The second boat, also attached to the Liverpool station, was built under the supervision of the officers of the National Life-boat Institution, upon

the model adopted by them, with special adaptations to the requirements of the Liverpool life-boat service. Her extra buoyancy is supplied in a similar manner to that already described. She also discharges water by the same means as the above, except that her delivery pipes are fitted with self-acting valves, whereas in the former case they are closed with plugs removable by hand. In addition to these properties peculiar to life-boats, by an arrangement of air-tight cases placed in the head and stern sheets she will right herself in the event of her being capsized, She is 32 feet in length by 8 feet 9 inches beam.

The third description of boat, attached to the Hoylake station, is built in conformity with the patent of Messrs. Lamb and White, of Cowes. She is 34 feet in length by 8 feet 6 inches beam. Her extra buoyancy is supplied by means of air-trunks, built into the sides of the boat fore and aft her whole length, which, being divided by bulkheads into compartments, retain a proportionable efficiency even though a part be damaged or stove. She has not the power of freeing herself from water like those before described; but, from the rounded form of the upper parts of her air-trunks, by the mere motion of the boat rids herself to a considerable extent, and will carry sail even when filled with water, as the trunks, rising to the gunwale round her sides, confine it to the midship part of the boat, where she carries it almost as a harmless cargo. Moreover, by dispensing with the air-tight deck, which of itself necessitates ballast, to counteract its buoyancy, in the bottom of the boat, and with the fittings indispensable to detached air-cases a great saving of weight is accomplished; as exemplified in the fact that this boat is little more than half the weight of the lightest of those before described, a circumstance of great value in respect of the long sandy shore over which she may be required to be launched at Hoylake. In appearance the Cowes boat has every advantage over her rivals, the comparison between them being equal to that of a modern clipper, and an old African "bruiser."

A short time since, Mr. Mondell, member of the Royal Mersey Yacht Club, to whose practical knowledge the Mersey Docks and Harbour Board is so much indebted, and Lieut. Parkes, R.N., had the boats out for exercise. Unfortunately the weather was very calm, and the respective seaworthy qualities of the boats could not be tested. At ten, a.m., a considerable crowd was attracted to the north Landing-stage by the appearance of the boats—a life-boat and its gallant crew, who have to risk their lives whenever humanity demands their aid, being always an object of interest. The Hoylake crew, under Davis, had come from their station early in the morning to take charge of their new boat, and it was somewhat amusing to watch them endeavouring to find out defects in it. [*En passant* we may remark, that the only weakness likely to be found in the boat will be that of its crew, who are, with exceptions, somewhat too loquacious.]

Captain Davis, not thoroughly understanding the merits of compressed air, was under the impression that the compartments to be of any use should be filled with water. It was evident that he was a Tory in heart, and adverse to anything new, and his opinions were given utterance to in language not

less expressive than seamen generally delight in. Captain Davis was determined to capsize his boat if it was possible to do so, and he set about his work with a determination which in a life-boat man we appreciate. He had on his mind a former adventure. On one occasion he and his crew were requested to endeavour to capsize a life-boat in the Clarence Dock in presence of some members of the Dock Committee. Every man did his duty in that respect, and the boat "turned turtle." The crew, after imbibing a considerable quantity of tincture of copper, were rescued, and, the necessary restoratives having been applied, rapidly recovered. All at once it was discovered that one of the crew was missing! The boat was immediately got on an even keel, and the missing man popped up as lively as a cock, and as fresh as a daisy among fertile pasturage. On being landed he astonished his friends by intimating that if he could have been supplied with grog *ad libitum*, he would have been in no hurry to change his quarters.

This fact had evidently impressed itself upon Captain Davis, and, calling upon his men, thirteen in number, they all clustered on the gunwale of the boat, with the intention of submerging it and themselves. It was of no use, however, and, despite of the captain's appeals to "Sally Boys," the gunwale would *not* submerge. On the contrary, the more it was forced the greater was the resistance. Captain Davis was then convinced that, although himself a sixteen stone man, the boat held him in small estimation, and wouldn't go under, and his confidence in it increased proportionably. But he expressed his opinion that she would be too light in a heavy sea, and when it was suggested that he could fill one of the ballast compartments with water, he objected on the ground that water ballast "always went to leeward somehow." He could not be persuaded that if a compartment was properly filled the water could not possibly shift.

After certain preliminary arrangements the boats were placed in line, and the observers had a fair opportunity of observing the crews. Hitherto the Hoylake boat, on all annual festivities, has been the favourite. And certainly, when they have settled down to their work, the crew pull well, although there are some elderly men among them. Martindale's boat, however, in our opinion, contains the finest crew. They are all powerful men, and work without talking, and her captain is a taciturn man, who knows every eddy and tide in the Mersey, and steers his boat with inimitable skill. The National Life-boat, or the "Galley," as it is nicknamed, is well manned; but it is so heavy, that neither under oars nor sail has it a chance with its competitors. The boat's lines are good; but the object appears to have been to shelter and make the crew comfortable without regard to the object in view—the rescue of shipwrecked mariners. In fact, and we are very sorry to say it, the boat patronized by the National Life-boat Association was a failure.

At the time the boats started for the race, (New Brighton being the goal,) the flood tide was running strongly, and they had to keep close into the pier. They were followed by a crowd cheering them on. Martindale's boat took the lead, closely followed by Davis', the National being astern. So they

proceeded until the latter boat made off across the river for the Cheshire side. Davis made one or two attempts to pass Martindale ; but the latter had the advantage, and did his best to keep it. But when the boats came to turn across the river, the lighter boat had the advantage ; and, notwithstanding the gallant efforts of Martindale's crew, the Hoylake boat passed him and reached New Brighton some minutes ahead. The National boat was "nowhere," and had to be waited for. From New Brighton the boats started with the flood tide for a race round the Majestic. The Hoylake boat led, but was occasionally overhauled by Martindale's, the crew pulling with a long and steady stroke. As the boats passed the Birkenhead Stage they encountered a "swash." The Hoylake boat went through it without shipping more than a thimbleful of water ; whereas the other boat laboured. As they neared the Majestic Martindale's crew put on a "spurt," and, by masterly steering, rounded the Majestic's stern abreast of the Hoylake boat. The National boat was in sight, a long way astern. At Rock Ferry the sails were hoisted, and a trial of speed commenced. The wind was only strong enough to fill the sails, but, under every circumstance, either in lying close to the wind or going free, the Hoylake boat proved herself the superior. After proceeding down the river to Egremont the boats put about, and, with oars out, raced back to the Landing-stage, which the Hoylake boat reached first, notwithstanding a gallant effort of Martindale's crew. The distress which most of the men exhibited after pulling vigorously for some minutes ought to teach the directors of life-boats a lesson. It is evident that without frequent exercise days the men are not physically in a condition for hard work, and are soon "pumped." The oftener, therefore, they are exercised under supervision the more capable will they be of doing their duty in the time of need.

ROYAL NATIONAL LIFEBOAT INSTITUTION.

A meeting of this institution was held on the 6th February, at its house, John-street, Adelphi, Thomas Chapman, Esq., F.R.S., in the chair. There were also present :—Lord Henry Cholmondeley ; George Lyall, Esq., M.P. ; Captain Washington, R.N., hydrographer to the Admiralty ; Sir Edward Perrott, Bart. ; Captain Hall, R.N., C.B. ; Alexander Botefeur, Esq., Admiral Gordon, Colonel Palmer, and many other gentlemen.

A letter was read from Sir George Grey, Bart., M.P., Principal Secretary of State for the Home Department, to the Duke of Northumberland, president of the institution, stating that he would take an early opportunity to lay before her Majesty the loyal and dutiful address of the Royal National Lifeboat Institution on the occasion of the death of his Royal Highness the Prince Consort.

A reward of £12 was voted to the crew of the institution's life-boat stationed at Eastbourne, for putting off and rescuing nine men from the

barque *Druid*, of *Sunderland*, which was wrecked off *Eastbourne* on the night of the 12th ult., during a heavy gale of wind.

The *Lytham* life-boat, also belonging to the institution, had succeeded in bringing safely to port the schooner *Chance*, of *Preston*, which during a gale of wind and foggy weather had stranded on the *Horse Sand Bank* on the 17th ult.

A reward of £8 was voted to the crew of the society's lifeboat at *Dundalk*, for assisting to bring the schooner *Rook*, of *Liverpool*, to a port of safety on the night of the 16th ult. She was found thumping on the sandbanks on *Dundalk Bar*.

A reward of £4. 10s. was also given to the crew of the *Tyrella*, *Dundrum Bay* life-boat, belonging to the society for rescuing the master of the schooner *Bellona*, of *Liverpool*, which, during a heavy gale of wind, was wrecked in *Dundrum Bay* on the night of the 17th ult.

A reward of £7. 10s. was also voted to the crew of the *Southwold* life-boat of the institution, for putting off and rescuing the crew of five men from a small boat belonging to the schooner *Princess Alice*, of *Ipswich*, which during strong winds and heavy seas had sunk on *Sizewell bank* on the night of the 27th ult.

A reward of £12 was likewise voted to the crew of the *Cardigan* life-boat belonging to the institution for putting off and rescuing one man from the brig *Pioneer*, of *Carnarvon*, which, during a terrific gale of wind, was found on the 23rd ult. in a dismantled state in *Cardigan Bay*. Several of the crew had previously taken to their own boat, and had unfortunately perished.

Rewards amounting to £51 were likewise voted to the crews of life-boats belonging to the institution for putting off with the view of rendering assistance to vessels in distress, which did not, however, require their services. Several other rewards were also voted for laudible services in saving life from various wrecks.

A letter was read from the *Lords Commissioners of the Admiralty*, granting permission to officers and men of the navy to wear the medals presented to them by the institution for their intrepidity in saving life from shipwreck. During the past month the institution had established a life-boat station at *Kingsgate*, near *Margate*. Another was about being inaugurated at *Plymouth*, the life-boat of this station being the munificent gift to the institution of *Miss Burdett Coutts*.

A communication was also read from *Admiral Sir G. Sartorius*, stating that the *Portuguese Government* had decided on placing five additional life-boats, on the plan of the *Royal National Life-boat Institution*, on the coasts of that country, and requesting the co-operation of the institution in building the same.

The *Royal Thames Yacht Club* transmitted their usual annual donation of £10 to the *Life-boat Institution*. At present only three or four yacht clubs subscribe to the institution, which, considering its national and important character, has peculiar claims on yachtsmen.

It was reported that a "*Shipwrecked Pilot*," had sent through the *Rev. C. R. Dallas*, of *Guildford*, a donation of £10. to the institution.

During the past two years upwards of 1,000 lives had been saved by lifeboats alone from various shipwrecks on the coasts of the United Kingdom. Payments amounting to £530. having been made to various lifeboat establishments, the proceedings terminated.

A YACHTING INCIDENT.

MY DEAR —. Your letter is at hand. I should not have left the Cecilia, had I not thought that your brother intended staying at Beaumaris a few days longer, and I had promised to be at home on Sunday. Mr. ——— pressed me to join him and his friend, I did so for the sake of company, and with the expectation of reaching home the same evening.

We left Beaumaris at 10 a.m., with a favourable wind, which took us to a few miles westward of the N.W. Light-ship, and a dead calm then came on. Afterwards light airs right ahead enabled us to reach the Bell Buoy, but the ebb tide coming down prevented our getting any further, and we were obliged to anchor. There was no indication from the barometer of a gale, or even a stiff breeze, and we all retired to our berths at about twelve o'clock.

Only one hour afterwards we were roused up by strong gusts from the south, and the yacht dragging her anchor. At two, the wind increased to a gale from the westward; still dragging, we close-reefed mainsail and foresail, and made all ready for a run in; but there not being then sufficient water through the Rock Gut, we intended hanging on for an hour. During this time a brigantine was observed close to, drifting toward us; we showed him a light, but it was blown out immediately. We then hoisted the foresail, and it payed us off, and we should have cleared the drifting vessel, but that the fore-sheet got loose, and the yacht came back again at the same moment that the vessel was upon us. I saw at once our danger, and ran forward, the captain at the same time saying "Look out lads, its all up, take care of yourselves!" When smash went the mast, stoving in the binnacle and after cabin skylight. Of course the utmost confusion prevailed for a short time, we could not tell what state we were in, either as regarded the yacht, or the people on board. We soon discovered that the captain was missing. Mr. J—— was coming out of the after cabin, and had not got to the companion when the mast fell, otherwise he might have been killed by its falling on the companion. The sea then came over us at both ends, washing into the after cabin, the skylight being all open to the deck. About this time our boat washed away.

The wind flying round to the north, and then back again to the west, a nasty cross sea got up, the yacht rolling very heavy, with the wreck and spars tumbling about the deck, the only place of safety was chock forward, keeping a look out for other vessels fouling us. You have no idea the effect the salt water had on our eyes, mine are only now recovering. The cabins were deluged with water, and all our clothes drenched through, not a dry thing on board. You may imagine our anxiety for daylight, and just before

it broke we discovered a steamer at some distance, which we made signals to by showing a red light, when she answered it by a rocket; but for three-quarters of an hour she did not get to us from the heavy sea and gale against her. When the warp was made fast, and our cable slipped, you cannot conceive our joy and thankfulness at our escape; at the time she took us in tow we had dragged our anchor from the Bull buoy to abreast of Mockbeggar Hall, although the last link of the cable was given to her.

In reply to your question, I do not think there was any possibility of avoiding even the risk, the change to bad weather was so sudden, without any indication whatever of it. We could not get any further up the Channel for better safety. I have been many a time in a similar position barring the gale.

It afterwards turned out that the captain, who we feared had been lost, had in the confusion got on board the brigantine.

Yours, &c.,

J. G.

Birkenhead, Feb, 1862.

MEMORANDA OF YACHT CLUB MEETINGS

Royal Mersey Yacht Club.—The February meeting of this club was held on Monday, Feb 3, when Commodore Graves presided. Several members were elected, and other names proposed for ballot. The next dinner held by the club will take place on the 7th of April, at the Marine station, Rock Ferry, on the Cheshire side of the Mersey, when the yachting season will commence by dining previously to the meetings during the summer months. The statement of the club finances were placed before the meeting, after being duly attested by the auditors. The accounts show a very satisfactory state of the finances, which, after paying the current expenditure of the year and valuable amounts spent in prizes, leaves a good balance to the credit, exclusive of the amount invested. A month or two from this date there will be a stir among the yachts, and several vessels will be fitted out for the season. *Fife of Fairlie* is completing a new 15 ton cutter, the *Cinderella*, for a member of the club, and as she is likely to be a quick vessel we may expect to see her on the Mersey to contend for the club sailing matches. A new schooner is also building at Peel, in the Isle of Man, for an old member of the Royal Mersey.

Royal Thames Yacht Club.—The general meeting of the R. T. Y. C. for the present month, was held at the club house, Albermarle-street, on Wednesday evening, Feb 5, the treasurer (in the absence of flag officers) in the chair, a large party of members and guests having previously assembled at the house dinner. The January minutes having been read and confirmed, the report of the committee was read, and the following fixtures were agreed to for the coming season, viz :—Opening trip, Saturday, May 19; first (cutter) match, Friday, May 23; second (cutter) match, Saturday, June 7; third (schooner) match Monday, June 23. Course, time allowance, and amount

of prizes (respectively) to be announced at the March meeting. In answer to the appeal of the committee of the Royal National Lifeboat Institution, a further donation of £10 was unanimously voted to that excellent society. At the termination of the ballot for new members, nine gentlemen were elected. It was then resolved that the annual ball, should come off after Easter, the precise day to be announced at the March meeting. The following members were nominated to act as stewards, viz :—Major J. Thomson, Captain Limbert; and Messrs. F. Ballard, T. Britten, J. Harvey, W. P. Hood, A. Howden, J. Hutchen, R. Kynaston, W. N. Rudge, H. Sheffield, and R. S. Wilkinson. By the last accounts, the schooner yacht *Ione*, 126 tons, R. Blanshard, Esq., arrived at Malta on the 15th ult, after a fine passage out from England, having called at the ports of Lisbon, Cadiz, Gibraltar, Malaga, Algiers, Cagliari, Tunis, &c.

Prince of Wales Yacht Club.—The usual monthly meeting of this club took place on Friday evening, Feb 14, at the club house, Freemasons' Tavern, Mr. Robert Hewett, the Commodore, presiding, faced by Mr. Perceval Turner, the treasurer. Mr. Sadlier, the hon sec, having read the minutes of the preceding meeting, which were confirmed, a discussion arose as to the maximum tonnage of the racing yachts during the ensuing season, and it was ultimately resolved that prizes should be given for yachts of the first and second classes, the former consisting of vessels exceeding 10 and not exceeding 15 tons, and the latter of yachts of 10 tons and under. Some business of a private character having followed, the meeting was adjourned to March 14, when the election of officers will take place, and the club fixtures—in all probability—be made.

Ranelagh Yacht Club.—At the meeting February 12th. Col. Evelyn was elected Commodore.

REGATTAS AND MATCHES TO COME.

May 10.—	Royal Thames Yacht Club, opening trip.
23.—	“ “ First cutter match.
June 7.—	“ “ Second cutter match.
23.—	“ “ Schooner match.
July 15 and 16.—	Royal Cork Yacht Club regatta.

TO CORRESPONDENTS.

THE *LEVANT PILOT*, unavoidably stands over in consequence of not being able to get the Newspaper referred to until the 27th.

“Shifting Ballast and Measurement,”

“Yarmouth regatta,”

“Doings in the Dockyard,” in our next.

We thank our contributors and request an early supply of M.S.

HUNT'S YACHTING MAGAZINE.

APRIL 1862.

YACHTS AND YACHTING,*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XXV.

HAVING given a general description of the different materials used in ballasting a yacht, I shall now proceed with a few observations upon the methods that have been pursued in stowing this ballast. As I have in the previous chapter observed, lead and metal cast to fit the internal form of a yacht constitute the best materials, and in the stowage of these materials very few words will suffice; but when we come to unite rough pigs of metal, barytes, copper dross, or shingle, some further precautions are necessary. If it is of importance that the ballast shall be got low down in a vessel in order to impart to her stability under canvas, it is of equal consequence that it be stowed compactly in her greatest width, or into the body of her, so that she may be lively in a seaway: with cast lead or iron ballast there can be but little difficulty in doing this, and at the same time preserving the requisite amount of head room in the cabins, for cast metal will, it is hardly necessary to say, stow in a much smaller space than loose ballast.

Now about this term "life," as applied to the stowing of ballast: if a bar of iron, let us say two inches square, and six feet in length, be accurately balanced upon its centre, and allowed to oscillate, it will do so with a slow continuous motion, and will continue its oscil-

* Continued from page 108.

lations for some considerable time owing to the equable distribution of a weight throughout its entire length; let a current of air be directed against either end vertically, or let the experiment be performed with the bar suspended in water, and the water agitated, still although the motion of the bar may be accelerated or decreased, it will still keep on its sluggish oscillations bursting down or up through the opposing air or water until the power that set it in motion shall have been expended; next take a bar of wood of similar proportions, weigh it against the iron, and let the surplus weight of the iron be placed in the centre of the bar, balance it similarly to the bar of iron, and upon its being set in motion its oscillations will be found to be much livelier, and it will sooner return to a state of rest; let the air or water test be applied to it whilst in motion, and it will be found to yield to either, and assimilate its motions to the influence of the force opposed to it.

So it is with a yacht in the distribution of her ballast, if the latter be spread right fore and aft from end to end, she will be assimilated to the balanced bar of iron, she will be balanced at her greatest beam in the water, and when set in motion by a wave passing underneath her, will oscillate upon the water in a similar manner, plunging by the head heavily into the opposing seas, and scending by the stern in a like manner; she will have no life to rise to the approaching billow but will wallow heavily and sluggishly into it, burying her bows and bulwarks, and offering a much larger surface of resistance to the passage of the water in so doing; for the leverage being so greatly extended from the centre will cause her to labour so much the more heavily: likewise when the supporting wave passes from under her bow, she will drop or plunge heavily into the hollow between two waves, being so much leaner forward, and consequently not having the floating power to lift this weight at the end she will go into, and through the next sea instead of over it, and instead of sailing upon the lines from which she was constructed will present quite an exaggerated form to that intended by the designer.

A vessel thus ballasted will be termed a sluggish, wet vessel, and no matter what is her shape, must be a slow one, for her buoyancy amidships will be overcome by the weight in her ends, tending to drive her into the water instead of over it, and pinning her down when overwhelmed by a weighty sea; such a ballasted vessel there-

fore will have no life in her, for the term life, as applied to a vessel is neither more nor less than the arrangement of the weights on board in such a manner as to enable her quickly to be poised and balanced, and as it were to assimilate her motions that they may harmonize with those of the waters upon which she floats. She must not combat with the water, and like a blustering bully in a crowd endeavour to fight or tear a passage through it, but gently, and with equal motion overcome the resistance offered to her progress, lifting her head to the lofty seas quickly and buoyantly, and subsiding gently when the obstruction is overcome.

A vessel which has her ballast concentrated amidships will be like the weighted bar of wood, she will not oscillate of herself longer than the passage of the waves that moves her; all the weight being placed where her greatest bearings, and the power of her body enables her to support it, leaves the lean bow and run light and floaty, more as air cases, sharp and wedge-like to open a passage for the greater body, and at the same time to lift it gently on to the sea, and after the water has passed her body, to deliver it quickly aft, and by the buoyancy of the run to keep her from scending or squatting in the foam. A vessel thus ballasted will be found lively and buoyant, she will not plunge her bow or depress her stern prejudicially to speed in passing through the sea; but will present the least surface of immersion, and sail upon the lines she was designed to; she will conform more readily in her motions to the nature of the path over which she travels, and will sail as a fast ship should, bounding as it were from sea to sea, going over and on the top of the waves, instead of driving heavily with her bows under, and rifting the water into ridges of foam.

The great secret, therefore, in carrying out successfully, and doing justice to the design of the Naval Architect who has built her, is, to have a vessel properly ballasted; for no matter how handsome she may be, no matter what beauty of form, or excellence of workmanship may render her, as sailors say, "just the thing salt water likes!" if her ballast be not properly adjusted—so as to allow her to remain mistress of her powers of buoyancy, it becomes but a dead sluggish weight in her, an overdone cargo; sufficient for all the purposes of enabling her to stand up to her canvas, but otherwise rendering her wet, slow, uncomfortable and dangerous: it is the secret, or rather not the secret, but the precaution of stowing the ballast in

a concentrated form, that constitutes what is called *giving life* to a vessel; it is her vital power, which, like that of the human frame, if not kept within proper bounds, wears out and destroys the fair form in which it is encased; it is the power by which she is enabled to carry her canvas wings, but it must not be allowed to destroy the body that supports them: by their aid she moves, but the beauties and excellencies of her form must not be sacrificed and rendered useless by the indiscreet application of the power that enables them to be spread; like all other details in yachting the ballast stowage must harmonize with the form of the ship; for the sea is so fastidious with its favourite flowers that, unless every part harmonizes, the accomplishment of a perfect whole is impossible. In general the main saloon or state cabin of a yacht is in her centre, and where the extension of her greatest body affords the most room; in large vessels there may be two cabins in this space, but whether there be two or one, the place for the stowage of the ballast is under the platform of this cabin; not a pound weight should be allowed further forward or further aft, if it is desired that a vessel should perform to the greatest possible advantage. All practical experience that I have been enabled to avail myself of, either from gathering the opinions of those well qualified to entitle them to value, or from personal observation, goes to establish this as a principle. Not long since I had a conversation with one who is considered to be, if not the first—one of the very best yacht sailers of the age, upon this very subject; and his words were "If you could build your ballast in a solid wall across her midship section, it would be so much the better!" But as we cannot do this exactly we must do the nearest thing to it, and therefore no matter of what material the ballast be composed let it be stowed as much amidships as possible.

Let any yachtsman whose cruising spirit may lead him to the western coast of Ireland, pause before he passes the Islands of Arran: it will repay him to take a run up Galway bay, he will enjoy beautiful scenery, and should he be anything of an Archæologist—the quaintest old Spanish town that ever grew from the produce of wine butts or salted fish; but let his object be the quay that abuts upon the minor city where the aboriginal race of the Claddagh flourishes so noisily, there he will see the far-famed Claddagh fishing hookers, little boats that will turn to windward and work in a heavy sea, to the manner built, if not born: work and go too when vessels

that could carry two or three of them will make but indifferent weather of it ; let him examine the way in which the stones are built in amidships of these little vessels to ballast them for the dangerous seas and wild winds of winter ; how closely these stones are confined to a narrow limit on either side of the midship section ; how solidly they are put together, and covered over with a platform of flags ; upon which too he may often see a brilliant turf fire blazing, with an iron pot suspended over it ; let him not despise that iron pot either, for while he is inspecting the wonderful stowage of that primitive ballast, a whole boiling of sweet new potatoes may be going forward, and a few of these with a fresh herring or two, cooked perhaps by the royal hands of his majesty—the veritable King of the Claddagh, will refresh the inner man, and enable him to pursue his investigations into the peculiarities of as extraordinary a fleet of boats, unequalled of their class for speed and seaworthiness, that perhaps ever it was his lot to behold. He will get a lesson in ballasting from these little boats worth going all the distance to learn, to say nothing of the insight into the proper method of cooking and eating that primitive Irish dish,—“ New pitaytees and herrins ! ” Let him beware moreover of the brilliant eyes and winning smiles of the daughters of the Claddagh, for the sons thereof are prone to jealousy, and can propel a stone from a sling with as fatal accuracy as any rifleman at Wimbledon would send a leaden bullet plumb centre at 500 yards.

Revenons a nos Moulons.—Ballast properly stowed, as I have endeavoured to describe, will give that life which is so much talked about, and so much to be desired in a yacht. With cast metal it can be easily accomplished, but with loose pigs of metal, barytes, copper dross, or shingle, a little management may be requisite, particularly in small vessels, where it is desirable upon a light draught of water and low tonnage to obtain as much head room 'tween decks as possible ; loose metal pigs, or any other inferior material, occupies so much more room, that it becomes requisite to convert the sofas into ballast lockers, and the cabin table may be made to do duty in a like manner, by having it made in the form of a stout square box without a bottom, and fastened with strong iron angle plates to the floor carlings ; in the sofa lockers the ballast may be winged up to the level of the seats, but both these lockers and the table box should be very strongly fitted and clamped with stout iron clamps,

for I need hardly say, should any of these lockers or the table give way, and the ballast either contained, fetch away to leeward when the vessel was careened to a strong breeze, the most disastrous results might ensue, perhaps the capsizing of the ship. By this arrangement very great additional head room may be obtained without sacrificing much of the stability requisite to be preserved.

I have before alluded to the adoption of cast iron plates for flooring to the cabin, instead of plank ; a very considerable increase of weight may be gained in this way, and also a couple of inches of head room, as the floor carlings, or cross beams of pine upon which a wooden flooring is laid, may be dispensed with altogether, and the plates bedded upon the rough pig ballast. I must say, however, that these metal floorings to cabins are extremely cold and uncomfortable, for no matter what material they are covered with, a chilly cheerless feeling pervades the room, so that for a cruising vessel they are not at all advisable ; but for a small yacht where a party may go out for merely a few hours occasionally, for fishing or a short sail, they will be found to answer excellently. With a "coach-house" or a "booby-hatch" upon the deck, any amount of head room may be obtained without winging the ballast in lockers ; but it is well to bear in mind that apart from the great disfigurement of the deck, all such superstructures interfere materially with stability, every pound of weight applied in deck fittings is so much top hamper, and counteracts the effects of ballast, for which reason all skylights, coamings, companions, windlasses, and in fact all deck fittings, should be made as low and light as is possibly consistent with the strength requisite to be given them.

In connection with the subject of keeping the eyes and run of a yacht clear of ballast below, neither should any weight, that can possibly be avoided, be allowed at the ends of a vessel on deck ; if the sharp bow and run are not capable of supporting ballast with advantage inside, how much less will they be able to support heavy weights upon the deck ; for this reason I think the general position of the windlass in yachts is very erroneous ; it should always be placed as near the mast as possible ; and nothing forward save the bitts for securing the heels of the bowsprit. For a like reason heavy taffrail lockers aft should be avoided ; and nothing can be more absurd than to see a small yacht showing a battery of brass guns through her bulwarks ; the sooner they are run into ballast moulds the better,

for a good maroon, or a couple of blunderbusses fitting with a swivel spur into the quarter timber heads, will make quite as much row as one of these ornamental popguns, and prove much more serviceable for the actual requirements of signalling. It is all very well for a good sized schooner to affect the Armstrong "faculty," and even here, when the owner wants to take speed and weather work out of her, he will speedily lower them into the main cabin.

There is another description of life to be imparted to a yacht's movements in the stowage of ballast which may be termed "Artificial Life": this is only to be obtained by stowing the ballast on some material of an elastic nature, so that the mass of metal may become a live and not a dead weight in her. I have little doubt upon my mind that this is good and sound in theory, but I never yet saw it carried out in practice. Broom tops I have heard of and seen used, but 40 or 50 tons of iron soon took the elasticity out of them, and the debris that was shown to me as originally intended to make a mass, composed of lead, cast, and pig metal, spring and jump like blocks of India rubber, appeared like unto nothing else than a pile of minute dust highly coloured with iron rust, and with about as much spring in it as there would be on the face of an anvil. Cork shavings, cork cuttings, and corks themselves I have seen used in ballast, and even slips of cork cut into long lengths placed between pigs, to impart this artificial life: but the shavings came out like triturated fungus, the corks assumed the appearance of attenuated treenails; and the slips with some little American ingenuity might have been converted into scythe blades: the cork "medium" moreover is rather an expensive experiment, and so far as my experience goes occupies a space that might with much more advantage be filled with iron.

India rubber blocks to be interspersed with the metal pigs I have heard talked of, but never seen used; and apart from the enormous expense, I should think that such a method of making bricks would hardly be productive of the desired results; in fact I do not think there is any material at present known, which will, in a raw state, retain its elasticity under the pressure of tons of iron; much less to think of imparting an elasticity to the iron: to obtain such a result iron must be set against iron, and such an experiment remains yet to be tried. Captain Hans Busk suggested to a friend of mine the possibility of obtaining the desired elasticity of ballast by construc-

ting a cradle of wrought iron bars upon which the filling pigs might be stowed; this is a suggestion worthy of consideration, although I am inclined to think it would be rather difficult to obtain spring sufficient in the iron bars, from the size that it would be requisite to use in the construction of such a cradle, in order to support, say 10 tons of metal: if such a weight could be got in the centre of the ballast, moving lightly and easily on springs, I think it might be found of great benefit; I have thought that strong hoop iron woven under and over the blocks of metal alternately, like basket work, would give a spring to the mass, but it strikes me that the most effectual method of securing this desideratum would be as follows:— I would have the lower tier of lead or iron ballast cast into limber pieces, and the mast blocks bedded with them down along the keel, with the cement I have mentioned in the previous chapter; it might be then advisable to lay another tier of square filling blocks over them in order to get a good sized platform. Upon this platform I would lay down a number of strong spiral springs of about three or four inches in height, rivetted top and bottom to stout iron plates; these springs might be rivetted in lengths of plates to stow either fore and aft or thwartships on the platform of metal blocks; thus I would construct a strong spring platform or bed, not more than from four to five inches in height, and upon this bed I would stow the filling blocks of ballast. The results of such a plan I should have little fear of; if there is any real benefit to be obtained by an artificial spring in the ballast, or at least a portion of it, and I am strongly of opinion that if effectually secured there is, this appears to me the most practical, and sure method of obtaining it: it could not be out of the way expensive, would occupy but little space, and would be weight where it was wanted at the same time. Perhaps it would tend to the complete success of such an experiment, if the side filling ballast was kept in its place by wrought iron plates; and a square frame of wrought iron plates, like the sides and ends of a box, made to fit over the spring platform in the centre, and calculated to hold about 6, 8, or 10 tons of filling blocks.

A vessel should be ballasted down to the Load Water Line of her construction draught, which can be marked on her stem and stern posts previously to her being launched: it is from this line of floatation that her architect has calculated and designed the lower water-lines, by which her form has been developed, and upon these lines

meeting the water parallel depends the success of the draught; but so fickle is salt water that she may not like so much ballast as would bring her down to an inch or so of this line, and perhaps she might like more; and instances have been known of two vessels built from the same draught and rigged similarly in every respect, that required a different line of floatation, and a different arrangement of ballast to make them perform well. But it is always advisable to try a vessel well as ballasted, and brought down in the water according to her construction draught, before any change in the weights takes place: there may be some fault in her building that has caused a corresponding divergence from the Architects' draught; and an alteration of ballast may make this all right when she is afloat; but the moment her correct trim is found not a block should be stirred.

When at the conclusion of a season a vessel is laid up, and that it may be desirable to remove the ballast from her in order to effect a thorough cleansing, the utmost circumspection is requisite in taking it out of her; every block should be marked so that it may be known where it came from, that when it comes to be re-stowed a perfectly similar re-arrangement of the weights may be accomplished. I have known of vessels being thrown out of a perfect trim that was never afterwards recovered, through a neglect of this precaution; and there is nothing so ticklish as meddling with the ballast after its correct stowage has been arranged.

I have heard many wonderful anecdotes of swinging ballast, that is, ballast slung from ring bolts in the beams or stringers of the main cabin;—we all have heard of shot being put in hammocks on board men-of-war, and such like expedients, when extra speed was requisite in chasing an enemy; this expedient can only I think be of benefit in a smooth sea and with light winds: under such circumstances I have seen it tried twice in racing, and as far as my recollection goes we did experience an advantage from it; we slung a hammock to a spar placed across the main sky light, and in this hammock stowed about two cwt. of ballast; the sea was comparatively smooth with an occasional heave, and a few rippling waves; keeping the hammock on a gentle swing fore and aft, we certainly did forge considerably ahead of a vessel that had hitherto pushed us very closely. Upon the second occasion there was merely as much wind as kept our sails sleeping, and there was a little joggle of a sea caused by an easy tide running over a rough bottom; we set the

hammock full of ballast again in motion, and she forged away from her antagonist in capital style.

Upon the whole, however, I think that a vessel of a good form, to which a minute attention has been paid in the construction and finish of the hull; the stowage of the ballast, the sparring, canvassing, rigging, and last, tho' not least, the handling, will be found to perform after a manner that will defy all such little artifices of the sea; their effects are never certain, for what may make one craft go will make another stop and kick her tiller under her bobstay. I certainly agree with the theory of an artificial spring in the ballast, but it must not be left to the chance, and the very remote one, of cork shavings, broom tops, and india rubber bricks retaining their elasticity; if its action is not secured effectively at all times, it is useless,—if it can, and I see nothing to hinder it according to the plan I have suggested, I feel assured it would much benefit a yacht, either for racing or cruising.

CHIPS FROM AN OLD LOG.*

ABOUT a week after our departure from Cowes we found ourselves on the coast of South Wales; every little inconvenience had been mended most satisfactorily. At Plymouth we had laid in sufficient soap to last for a year, Murphy had refitted his wardrobe, and was now revelling in an abundant supply of stockings, and our sardines were opened every morning without the aid of the marling-spike, or the necessity for swearing. The weather had not been so poetically calm as we had expected from the first evening. Tipper's supply of quotations from Byron had suddenly ceased, and Childe Harold was allowed a short interval of repose. Perhaps the weather was not such as suggested anything of the kind, but more effective causes must have been at work to dry up the abundant source. On the third morning when it was blowing fresh, and sending a fine rolling sea up from the south, Tipper appeared on deck and made heroic effort to enjoy the scene. It was a fine clear day, and the sun shone out occasionally between the masses of grey clouds that were flying overhead, and on our starboard beam about three or four miles distant was the land,—low hills and undulating fields looking bright and green as they caught the sunlight. Tipper turned slowly round in a vain attempt to admire it all, but he seemed to

* Continued from page 114.

be growing somewhat pale about the gills; he gave one horrified look at a big wave which came rolling towards us, towering much higher than his own head, and as it passed underneath the cutter with an angry hiss he smiled faintly, and said something about "the ship bounding beneath him like a steed that knows his rider." Poor Tipper, however, was evidently mistrustful of his "steed" for he held tightly to the lower hoop of the mainsail, and finally retired from the public gaze. It continued to blow half a gale from the south-east until we sighted the Longships, and then it died away to a dead calm. We tumbled about on the tops of the waves for seven or eight hours, waiting for some wind. Every thing overhead flapped and banged about in the most wicked manner. There is always a great deal of wear and tear in being becalmed on a rough sea, and it is much more difficult to keep one's feet than when it is blowing hard. About sunset a light breeze filled our canvas and we stood along gently during the night, making some little way.

At length as I have said we came in the course of our wanderings to the coast of South Wales. The greater part of my readers are probably acquainted with the renowned port of St. Agnes, and it was to this haven that we were directing our course at dinner time on the seventh day of our cruise. A long headland with no particular characteristics except a light-house on the end of it, protected the bay from the north and west, and about a mile due south of the light-house was a small Island, the outermost of a group of six or seven, called the "Hen and Chickens," within was the bay, pretty enough although small, and the little village of St. Agnes, principally inhabited by fishermen and boat-builders. A short pier had been built many years before which gave very good anchorage inside, and plenty of room for the *Diana* to hold aloof from the fishing boats, and have a wide berth to herself. As the cutter neared the bay, and was evidently going to honour the village with her presence, a large juvenile population collected on the pier, and as we passed them they exhibited their surprise, and made critical remarks in an unknown and barbarous tongue. We cast anchor about eight o'clock in the evening, but preferred enjoying the balmy air on deck to going ashore, besides experience had taught us that it is always wise when putting in to a small place like St. Agnes, to allow the juvenile curiosity to cool down a little before leaving the cutter. Once somewhere in the south of Ireland, being so imprudent as to go ashore without delay, we were immediately surrounded by a group of attendant urchins who followed us in increasing numbers to the post-office, gathered round in a close circle while we asked for letters, and cheered us vigorously as we beat a hasty retreat to the boat.

Next morning as soon as breakfast was finished and our morning pipes smoked, Tipper and I went ashore to inquire for letters. We landed at a slip and penetrated the interior of the town in search of the post-office. From the peculiarly offensive manner in which our olfactory organs were assailed, we judged that the fish in which the inhabitants of St. Agnes dealt must be at least three weeks old before it is considered as a marketable commodity. Everywhere decomposed fish held undisputed sway, the very streets seemed to be paved with their bones. There appeared to have been a large capture of the finny tribe on the previous day, for there was an intolerable amount of buying and selling, and consequent haggling and vociferating going forward. We had of course to inquire our way to the post-office, and even with the aid of an interpreter we had to fall back on pantomimic display to convey our meaning. We invariably were answered by a long shrill unintelligible discourse speckled here and there by English words, and accompanied by a good deal of pointing in contradictory directions, and jerks of the elbow and turns of the wrist, probably meant as injunctions for taking a right turning when we arrived at a certain place. Tipper was haunted by the notion that anything would be more intelligible to the natives than English, so he carried on the dialogue with the help of French and Latin phrases, but the result was not encouraging.

After much ineffectual searching we suddenly came to the post-office, in the most unexpected manner, and our exertions were rewarded by finding no letters for any member of the company. We made the best of our way down to the strong-smelling slip in about one fourth the time it took to find our way up. Like the sexton who had been reprimanded by the parson, and to relieve his feelings immediately boxed the ear of a small boy, Tipper vented his disappointment on us all as soon as we got back to the Diana. "I say," said he, "why is this abominable place like Cape wine".

"Don't know," said I, "unless because its cheap and nasty."

"Oh, that's not it, it's because it's an inferior port."

This was received with a loud burst of indignation. It was bad enough to be anchored in a slow place where nobody with a nose could venture ashore, but to have our repose disturbed, and the sanctity of the main cabin violated, by sacriligious puns, was not to borne. Tipper had perpetrated several such crimes since our departure from Cowes, and as they were always enough to superinduce a fit of the blues, we formed a resolution, granted a rule *nisi*, as Murphy phrased it to restrain the offender from making any more bad jokes.

About mid-day we all bathed, the sun being very hot, and the water

looking very tempting; afterwards Murphy became absorbed in an *Edinburgh Review*, and so we despaired of getting him to do anything. We left him to the entertaining perusal of an article on the praiseworthy attempts that some German philosopher had been making to prove that some tribes in America spoke nearly the same language as the ancient Egyptians, but as Pieman, Tipper and I took but small interest in such matters, we got into the boat and pulled across the bay to the lighthouse with a view of storming that lonely edifice. We found there a solitary looking man, who might have been a marine or anything else in the early part of his life, but a telescope and a clay pipe were his principle features now. He welcomed us when he saw who we were, but would have left off watering his flowers but we told him not to disturb himself at all for us. He was a spare shrunk little man with a brown wrinkled face, and wore a large straw hat on his head which made a queer contrast to his red jacket. His garden, where we found him, was a sloping piece of ground free from rocks, and looking to the south. It had been enclosed by a stone wall which was carefully whitewashed by the lighthouse man. As I said, he was watering some flowers when we appeared at the garden door, and he begged us to come in, and seemed not very clear as to the etiquette of how to receive a visit from three gentlemen. Pieman, however, put him at his ease at once, by pulling out his pipe and offering some tobacco to the little man, and beginning to talk about the tides, and the fishing and such like. He soon grew voluble, and quite friendly, asked a good deal about the Diana, and told us he had been seventeen years living in that 'ere lighthouse, "but bless you, sir, it ain't so bad to be livin' alone when you gets accustomed to it. I've got a little garden, you see, and I spend a good part of my time in the summer, in tending these things." Pieman showed an intimate knowledge in all the details of pruning, training, and planting, and the little man probably thought that he was strongly addicted to gardening. Tipper had possessed himself of the big telescope, and was laboriously sweeping the horizon and criticising all the vessels he could make out. The little man then asked us if we would like to see the interior of the lighthouse, and Pieman showed a great interest in all his doings. He was especially proud of his bullfinch, and succeeded in inducing him to whistle for his visitors. The bird chose "The Girl I Left Behind Me," and hit the notes perfectly, to the great delight of his owner.

"You see, sir," said he, "I've taught him all I know myself, but I only knows four toons, and I wish I had more to teach him, for the poor bird learned 'em very smart, I can tell you." We told him to

console him, that he was a very extraordinary bird to remember so many as four tunes, and that if he were taught any more he would probably mix them all together.

The marine told us a good many stories of his life. He had been in the battle of Trafalgar, on board the *Temeraire*; he said he remembered seeing Captain Collingwood's ship being the first to close with the French.

"I seed her, sir, standing on ahead of us under stunnels, and go slap in between two of the enemy's line, carrying away the jib-boom of one of them, and we was the nearest English vessel to the *Victory* when Nelson was killed. We was alongside of a Frenchman, the *Redoubtable*,—with the muzzles of our guns touching, and the *Victory* was at the other side of her, just the same, and I b'lieve there was another Frenchman at the other side of the *Victory*." He told us that he was afterwards in the "*Billy Ruffian* when Napoleon was taken, and that when they came to Southampton, the people came off in boats to see him, and would you believe it, sir, when Boney went to the vessel's side and looked over at them, they cheered him as if he was the Lord Mayor!"

We left our new acquaintance after some time, and pulled round the Head, and along the strand at the other side, taking it mighty easy, for the sun was still very warm. By way of enjoying ourselves we ran the boat ashore when we felt tired, and lay down on the warm sand in listless attitudes, and actually fell asleep.

It was not to be wondered at considering the temptation and provocation. It was a warm sultry day, without a breath of wind to ruffle the water. The glassy surface of the sea was only broken by the gentlest undulations, and the only sound of any kind to be heard was the breaking of the little waves on the parched sand. The light reflected from the water had been dazzling, and when we lay down we pulled our hats over our eyes. Everything combined to produce a sleepy tendency, and we all dropped off one by one. Tipper and I soon became sensible, when we awoke, of the folly of spending such a heavenly day after the manner of a hippopotamus, but Pieman was obdurate, and argued that the most delightful occupation is indulging in a reverie; and tried to make us believe that he had been awake, but in the end he consented to recommence pulling, and as we had the tide against us we only got back to the *Diana* just in time for dinner.

(To be continued)

SKETCHES OF NAVAL LIFE.*

BY AN OLD SALT.

CHAPTER XIX.

TALKING of sailors and their habits, good bad, or indifferent, reminds me of rather a melancholy circumstance which occurred on board a transatlantic steamer which I commanded some fifteen years ago. We were bound for England, from New York, on the last days of October, with ninety cabin passengers and a crew, so mis-named, of about 120 souls. Out of this number I could only muster twenty-one seamen, the rest having deserted from the ship at New York, for the purpose of getting a run home in the cotton ships from New Orleans, at treble the wages they were receiving from us. I tried in vain to replace them at New York, ocean steamers being then not so well known and liked by seamen as they are now. However, at the eleventh hour, one man did offer himself, and was gladly received on his own terms. He was an Irishman, and from county Cork. His name was James M'Avoy, and a very decent man he was. As I could not detain the ship, I put to sea, short handed as I was, and unfortunately had hardly lost sight of the heights of Neversink when there came on one of those cruel, fierce north-easters, common on the American coast before the severe frosts of winter set thoroughly in. Unfortunately these gales blow directly in the opposite direction to the current of the Gulf stream, producing a wild, irregular sea, as near up and down as a wall, and breaking in all directions at once. My ship, principally for want of steam power made dreadful bad weather of it, as will be better understood by the fact, that, with full power on her, I could not keep her head to the wind, even with tarpaulins lashed to the mizen rigging.

On the fourth day I made an attempt to set a new storm main trysail ; but when loosed from its gaskets, even with the brails all fast, it shook both the men adrift from their hold of the mast whilst loosing the upper gasket, the one falling on the lowered working mainsail, and uninjured, the other coming down on deck, flat on his back, like a ton of lead, the result being instant death, from concussion of the brain and fracture of the skull. This man was poor M'Avoy, and, in the horror and confusion which his sudden end produced, the storm trysail blew to ribbons, shaking the ship to her centre till its last fragments were borne far, far to leeward, as if carried off by a legion of furies. His body was

* Continued from page 133.

then gathered up and carried to the fore-castle, where it was extended on the locker for the doctor's examination. That gentleman being in a state of extreme sea-sickness, strongly objected to getting up for the mere purpose of reporting on a *dead* man, but as it only required this poor fellow's untimely fate to produce a sort of panic among the crew, there being then five sick (or used up), and seven lamed out of the number, I insisted that he must get up, "*nilli willi*," or I would rouse him out *vi et armis*. So he grumbled and obeyed, and we scrambled forward as well as the labouring ship and terrific force of wind would allow. I was no sooner in the fore-castle than three or four of the men insisted that he was *not* dead, for his eyes had moved; and although this was pure imagination, I took care not to gainsay it, but whispered the doctor to put a blister on the back of his neck directly. The look of contempt he gave me was crushing, for urging such a request. However, I stood by the body till it was done, and then inquired if any one knew the man before he joined. An Irishman, named Pat Leanard, said he did, for he came from the same place, so I ordered him to keep the key of the man's chest, and take care of his effects, till better weather enabled me to take a list of them; and I then went aft, sad and sorry, to my old station at the wheel, for she had thrown so many men over it and lamed them, that with three men at the relieving tackles on each side, I had no one but myself and the officers to put to the helm; and a very nervous unpleasant job it was, for as a huge monster of a sea met the ship full in the face, and rose her up forward like a rearing horse, she slid backwards from its force, and whirled the great six-foot wheel round like lightning the wrong way in your hands, and if you held on *one* instant too long you were either sent flying over it, or thrown sprawling on deck, with the risk of being crushed under it.

My chief officer, who was sent out to learn steam navigation, and who up to that time had been chief officer of one of the East India Company's large ships: a most gentlemanly man and good theoretical seaman, but who never had put foot in a steamer before, except as a passenger in smooth water, was so wholly confounded by the complication of disasters, the groaning of the labouring ship, the jarring of the engines as she strained in the sea way, the cries of alarm from the passengers below as a sea heavier than the last struck and washed over her, that although he might, if on shore, have willingly put his head in a lion's mouth, the touching that wheel was quite another thing. In short, he was one degree more frightened than myself, *and showed it*, which I tried hard to avoid, and desperate hard work it was I can tell you.

In the present transatlantic steamers, in which a combination of power

and skill is so harmoniously blended, by a Napier *Streetsing* a march upon science, that the strife of elemental war, however fierce, is overcome with a confidence commensurate with the appliances at hand to control it: it is a far different matter crossing the Atlantic in the face of a gale of wind to what it was in the day of the gallant and devoted Roberts, perishing by a want, and misapplication of the very power which alone could have saved him; a noble leader in the breach of nautical and mechanical knowledge since then ably surmounted by equal daring, judgment, and scientific combination.

However, I am wandering from my subject. The day but one after poor M'Avoy's death we got a lull, one of those dead, damp, still like moments in a gale; which can well be compared to a giant pausing in terrific strife, only to concentrate every energy for another struggle more violent than the last. In this temporary calm we buried poor M'Avoy, and, as if the war of elements had but ceased in honour to the last ritual of the dead, no sooner was the ceremony over than on came *Æolus* again, tearing off the crest of each huge wave, and scattering it in wanton fury over our poor helpless steamer. *How* it did blow! Never but once did I ever see so terrific a gale. My heart fairly quailed within me; not from sheer personal fear,—that was now wholly lost in my various conflicting responsibilities.

The struggling ship, powerless to repel or surmount each watery foe, rushing with jealous fury to complete her destruction; the prayers, groans, reproaches, and curses of the men passengers; and the pale, silent, wistful look of the ladies, who, in all extreme cases of danger, display a moral courage which can alone spring from a pure and holy source, rising above sin, and danger, and death, like a bright planet on the far horizon; the worn-out crew; the lads of junior officers, willing to do anything, but able to do nothing; and lastly, and oh! how infinitely worse than all the rest, my able, skilful, and true-hearted engineer, at eleven o'clock that night, coming to me at the helm, and saying—"The ship's opening out in midships, sir!" The import of those few words shouted into my ear was instantly comprehended; and it is no less curious than true, that the impression of a sudden breaking up of the ship, and all my present multitudinous miseries in a watery grave, drove all anxious excitement out of me, so I told the engineer to go to the engine-room again, and that I would follow him.

Until I could do so by being relieved at the wheel, my whole soul, body, and mind were by the side of my mother's grave, at St. M——l's churchyard in D——y, seeing nothing but her corpse lowered into it. I know I subject myself to ridicule by this confession, but I can't help

it if I do, any more than I could help the all-absorbing thought itself, or explain why it so enthralled me for the moment, as to shut out ship, gale, and black night—all I can repeat is, so it was. However, my trance was soon broken by the boatswain relieving me from the helm, and away I scrambled to the engine-room. What I was shown there, is little to the pith of the present story, but when I say it had driven a lot of as good engineers, firemen, and stokers as ever floated, all of a lump into the centre of the engine-room, like a flock of sheep with wolves environing them, it may be supposed it was nothing very agreeable. Well, the engine pumps kept her free of water, so I decided on sticking to it till daylight at any rate, for the simple reason that I dared not wear her in the dark. I then spoke to the men in the engine-room, restored their confidence, and returned on deck. Misfortunes are like mosquitos, they never come alone; and I had not been on deck half an hour before the engineer comes again to say some screw or nut was working loose, and he *must* stop her, or she'd break *down*. If he did, I felt pretty sure she'd break *up*; but feeling very much as if Atlas had his foot on my neck, with the whole world on his, and Satan, and every deadly peril on the top of all, and that it was useless to struggle against fate, I told him to do as he liked, ordering every one on deck to hold on by something or other, for fear of her getting into the trough of the sea, and being smothered in some horrible wave. However, only one sea struck her heavily on the quarter, dislodging the upright piano in the ladies' cabin from its fastenings, sending it on the top of three ladies lying on the floor, jamming the door of their room as fast as a vice, and which was not easily forced open. As the screams of the poor ladies squeezed under the piano were not heard on deck, I knew nothing of its playing *base* on them, till the bedroom steward came to report the pleasing intelligence that "some of the ladies was killed by the peaner a fallin on um, and the door of their cabin was locked, and nobody could open it."

However, these were mere trivial matters to stopping the engine and getting the ship broadside on to the sea, so I only said, "Very well, tell the carpenter to smash the door in, and see what's the matter." Not five minutes after this, as I was looking anxiously to windward on every angry sea that came towering over us like some tall bully o'er a helpless foe, I saw a large dark mass borne on the crest of a foam-cled wave rush past our quarter, apparently within the touch of our outstretched arm; a small weak cry, as if of fear, issuing from its fearful presence. On our return to New York we found it had been the Siddons liner scudding before the gale for home, and passing and seeing

us at the same moment, her crew had screamed a shout of fear and horror at our awfully close propinquity. No sooner was she lost in the black obscurity, and our engines at work again, than I felt perfectly sure we were *not to be lost*, a very strange conviction instantly possessing me, that if God had willed us to die, he would not have caused that ship to nearly touch us, and yet pass harmless by. It being hardly necessary to explain that had she deviated half her own length from the course through the waste of furious waters dictated to her by the will of God, she would have passed over us in midships, and both vessels, and every living soul therein, would in one instant have been fighting their poor futile battle against fate.

Shortly after this I went below to the ladies' cabin, where I found things not quite so bad as reported. True the piano had fallen on three ladies and bruised (not killed) them, and then set fast the door, but they and the door were now liberated, and their more fortunate sisters in adversity consoling them, and ready to sponge the salt out of my eyes with fresh water, and give me my cup of coffee, if I would only say we were safe, and then (and let me tell you it was worth all the peril of those days) I used to snatch an hour's sleep with my weary head pil- lowed by their side, and their kind hands wrapping me in those shawls they but too much needed to keep warmth at their own hearts, I having been at this time five days and nights and never in bed, with a broken finger and rib, and sundry contusions painful to bear, from having been thrown continually over or under the wheel, where I had to stay at one spell, nearly seven hours.

Talking of passengers, although it is often the fashion with nautical men to ridicule them, sometimes pretty openly, and abuse them as "live lumber," &c., *sub rosa*; still, in the aggregate, I think it truly wonderful how they accommodate themselves to the perfectly foreign, and often very disagreeable circumstances they become involved in on board ship. I don't mean these old stagers who now travel for "our house" to and from America, with the same indifference with which they formerly took an inside in a fast coach from London to Manchester, and who literally "do business on the great waters," by winning as much money at cards as more than pays their passage out and home, cigars and grog included, while getting the best berth, seat at table, and food thereon, in a way as extraordinary as it is sometimes selfish. These men are as much at home as when sitting in their *own* room at that good "Commercial Inn," where Maria the waitress knows every particular want they have, from Welch rabbit for Mr. Wiggins, to the cutlet for Mr. Higgins, both to be done nice and brown. But I more especially allude to those

victims of maritime inexperience, who, in taking out their berth, have perhaps for the first time entered the precincts of a transatlantic steamer, and have at once to exchange a light, lofty, and airy bed room, for a (to them) condemned hole of Calcutta sort of place, with a *bed* covering about the same surface as their two down pillows at home did; its roof barely high enough to allow of their sitting up *after* striking themselves stupid against the boards above, and its width enabling them to turn, *after* leaving a portion of their elbows or knees adhering to the sides of it: the clothes, which, by the very nicest mathematical precision (only to be acquired by constant practice,) they had coaxed into covering the whole person before they moved, having now become a damp hard lump of entangled linen directly under them; and their home esteemed privacy destroyed, by having this 7 feet by 7 (instead of 17 by 14) bed room, invaded by a strange man of dubiously clean habits, and undoubted snoring powers, who, after beginning with a hard drawn breath, obstructed by something in his throat, producing a series of grunts, ends with a dreadful snort and somnambulant struggle, which startles a novice into the belief (and latent hope) that he is expiring by the pure force of his own efforts at being disagreeable.

Then the luggage—everything wanted most and oftenest buried in one common grave of crushed portmanteaus, in the depths of the hold, and the carpet bag allowed in the berth seeming to swell into a magnitude that devours half its space, for, put it where you will, it is equally in the way; a delusive hope just struggling into life that *you alone* can strive to exist in this Lilliputian room, being strangled at its outset by the entrance of your berth-fellow, who being twice your size, and having a bag large enough to contain a Newfoundland dog, crushes through the door side-ways, and stands there the embodied emblem of matter-devouring space, looking at you with an expression which, if allowed utterance, would say—"Oh, you're the little chap that is No. 37, eh? well, I'll take jolly good care to let you know I'm No. 38, and a bit over."

If you are a quiet, retiring sort of gentlemanly man, whose servants usually bow before speaking to you and after receiving your commands, you check a cold shudder, and get up an abortive smile and awkward bow, feeling a wish to say you are Mr. Augustus Marmaduke L——x, which is broken in upon by your large friend (with a contempt for h's fearful to listen to) exclaiming—"Well, 'ow har you? We're to be together it seems for a bit, so let's be friends. My name's Smithers, of the 'ouse of 'Smith and Smithers.' What line are you in, eh?" You say you are in no line, and don't travel—but feeling as if in travail—

when your newly-elected friend rejoins,—“Oh, you're a gent, eh!—hold family, in course? What county, eh? I'm from Hesse,” &c.

But you may—and oh, the thrice happy chance—get as a companion a fellow *gent*. Then, indeed, your various annoyances are only negative. But *he* has been *one* voyage to sea, and you—? No. This is your first attempt. God help you! The Honorable Mr. Ipse Dixit Vox will tell you in a minute,—“Oh, my dear fellow, how lucky I'm with you. I'm an old sailor;—in this ship, too. Had horrible weather; had to heave *two* or *three*, I forget which. She made water uncom-monly. Capital sea *ship*, but devilish slow, best head to wind, with the gale free *before* the mainmast. Are you sick? don't know. I do! I was, very; if you are, go to *windward*, that is where the wind *goes to*, and it'll carry it all off. Captain told me that. Capital fellow! Told me every time she went down forward she'd send aft, and I asked him who? and he said ‘Cheeks the marine.’ So we are armed, you see. Chief mate, too, he's perfectly wonderful. Such a funny fellow! Told a lady that sailors were called tars on account of their peculiar smell. Heard of that before, and said so. He didn't doubt it; but did I know why a man when dying was said to be kicking the bucket? No. Because in destroying the *tar* he was no longer a sailor. Curious analogy—very. In bad weather the common men sleep *all standing*. Won-derful power of perpendicular stability, ain't it: sometimes; too, when the ship is rolling gun-*ports* under water. The mate says the slang expression, ‘cutting a swell,’ is derived from ships; they're always doing it in rough weather. He told me, too, but begged I'd not mention it generally, because the Lords of the Admiralty had only issued the order officially, that the word ‘larboard,’ or left, in contradistinction to ‘star-board,’ or right, was abolished; and the word ‘port’ used instead, be-cause in going to sea you have *left* your *port* behind you! Pretty idea, eh! calls to mind port wine and walnuts! Wonder if their Lordships thought of *that*? You'll have to get your sea legs.”

Here Mr. Augustus Marmaduke L—x looks up deferentially at his nautical mentor, and says, in apologetic manner, that he did not bring any, and, with a sigh of despair and a heated imagination, tries to open the scuttle (or little window) of the berth, to get a breath of fresh air. The Hon. Mr. Vox is down on him in a minute—*Don't* open that my dear fellow, or you will sink the ship. I learned the use of it most pro-videntially from the bed-room steward; he was very kind—has evidently been an educated person—explained that to scuttle was to sink; scuttles so called from being used to sink ships to save them from being dashed on the rocks when wrecked. I asked the mate, and he insultingly said

'Gammon!' So, one day when the skylights were tied down, during a gale, and everything smelt very much like hot, stale, boiled oil, I attempted to open mine, just a *leetle* bit, when the sea poured in and knocked me down, and filled my bed with water. So, pray, don't open that!"

Here poor Mr. A. M. L—x makes a sickly bow and his exit, and goes on deck, where, in the hurry of departing friends, and confusion of passengers frantically looking for their berths, forlorn-looking women, roaring steam, and rattling chain cables, a hazy doubt steals over his bewildered senses that he is either becoming slightly deranged, or that his previous quiet life has been only a pleasant dream. But at last they are underway, and as yet in smooth water, and, the day fine, he'd like a quiet cigar, but has seen written up, "No smoking allowed on the *quarter-deck*." Where is the *quarter-deck*? He daren't ask the captain, but he sees a midshipman, a boyish, laughing lad, at the fore part of the ship, and he goes to him, and deferentially says "he'd like to smoke, but wishes to avoid the *quarter-deck*." This takes place on the fore-castle, where his precocious young friend, after asking him if he has ever been to sea before, says, without a blush, "Oh, *this* is the *quarter-deck*, you see, because it is only the *fourth* size of *that*," pointing to the tabooed sanctuary poor Mr. A. M. L—x had so wished to avoid; so he walks deliberately aft, and begins smoking, when the officer in charge comes up to him, with ill-suppressed anger, and says, "Hallo, sir! put that cigar out if you please, sir; you surely can't read. My dear sir, everybody knows you're not to smoke on the *quarter-deck*, sir. Trouble you to read printed notice, sir, *its* plain enough, I'm sure!"

Poor Mr. A. M. L—x apologizes, and throws his cigar *on deck*, instead of over-board, thinking he's ashore, and casting it aside on his lawn. Poor fellow, he only gets deeper into disgrace and despair. "What the deuce are you about, sir? Do you want to set the ship on fire, sir? Throw it overboard, can't you? Not to windward—don't you know to windward?" Here Mr. A. M. L—x feels happy in the advice of the Hon. Mr. Vox, and says, modestly, "Oh, yes, its where the wind goes *to*." The officer turns on his heel to hide his uncontrolled laughter, and poor Mr. A. M. L—x, the painfully observed of all beholders, sneaks down below, and, in the confusion of ideas caused by his late blunder and jobation, strays about in a vain attempt to reach his own berth, and walks into the ladies' cabin instead, where the "well, I'm sure, sir!" of the stewardess, and the sight of sundry half-clad females, who are putting on their sea-going stuff gowns, cause him to back out, and on to the foot of a lady about to enter; her smothered scream of suppressed

agony completes his misery, and, after an abject apology, he sneaks off into the saloon, and throws himself down on a sofa, where—his face hid from sight, he mourns for that home, where the habits of gentlemanly retirement gained, instead of losing him, the good opinion of his fellow-men. Hardly has he acquired a doubtful tranquillity, than some dozen stewards enter with table-cloths; and a hand being laid on his shoulder, "Now, sir, if you please." He makes a half angry rejoinder of, "Well, what's the matter now?" when he is told, "Dinner, sir,—going to lay the cloth, sir—better go on deck, sir." But he's had enough of the deck, and musters courage to ask a steward where No. 37 is. "No. 37, sir—larboard side, sir—third division from aft, sir—outside berth, sir—starboard side wash-stand, sir."

Poor Mr. A. M. L.—x is sure *he* is wrong, because he said *larboard* instead of *port*, and wanders about dubiously, till he happily encounters his berth-mate, the Hon. Mr. Vox, who shows him the berth, it is true; but also explains that he is sure he'll have no objection to wait till he is dressed. Oh, no; certainly not; so he accordingly leans on the gangway railing till the Hon. Mr. Vox, and the dinner bell, simultaneously make their most stunning *debut*. He has no time to wash, comb, brush, or feel clean, and is dragged to dinner by his new friend, where he sees what he most longs for eaten by other people, who urgently demand it, and *eats* what he detests rather than look singular by going without, because his faint call of "Steward" is lost in the many stentorian vociferations for that ubiquitous individual. Dinner over, he asks Mr. Vox's leave to go to the berth; and when there, finds every possible inch of superficial displacement taken up by Mr. Vox's cast off raiment, and rejected collars and chokers, which his sense of politeness revolts against casting aside, so he squeezes into a seat on the sofa by displacing his own bag, and hopes that Mr. Vox's servant will come and put the berth in order—vain delusion. The Hon. I. D. Vox had no man, and that gentleman himself was blowing a cloud, in vulgar parlance, in the between decks, and making abortive efforts at looking exclusive, which the increasing motion of the vessel would not admit of, it being a service of labour for Mr. Vox to keep his feet, even with his sea legs on. He however, elicited from the third officer that the wind was "west, a little westerly, and that *Bill* of Portland had just been on board, and they were making a *start* for the next point, &c."

In the meantime, our quiet gentlemanly friend has sank into a sort of sleepy stupor, out of which he is just awakening to the perception of approaching darkness and a perturbed motion of the vessel, very disagreeable to feel. His heart keeps rising to his thorax, the bed places

seem as if slipping on to him, or he on to them, and once more he rushes on deck, or rather half-way up the companion stairs, where all further progress is arrested by an accumulation of legs, great coat flaps, and a damp smell of gutta serena, very bad to encounter. Cold perspiration is on his brow, collapse at his stomach, as with one spasmodic effort he struggles through the mass of wedged up men and gains the open air, looks frantically round, and sees a coil of rope so round as to strangely resemble what he would have sought below, and there he yields to the pressure from without and becomes as sick as a dog. There he lies, as helpless as a small child, till some one tumbles over him in the increasing darkness, helps him up, and hands him over to the bedroom steward, who shows him No 37, and vanishes to make comfortable some old stager who has learned the invaluable secret of double feeling him; whereby his boots are best blacked, his shaving water hottest, his towel the least damp and cleanest; and, if wet, his clothes are dried, saying nothing of those quiet breakfasts in bed when the ship is rolling badly, and all the news of the weather, course and distance run, &c. Our poor sick friend staggers to his berth, crawls into bed, which strongly resembles a cluster of mole hills, from the clothes of the Hon. Mr. Vox being thrown into it, that gentleman having having got to bed, and sick and dosing, whilst our friend was doing the sick part himself on deck. Sleep at last kindly comes to his relief, and soiled, wet, sick and helpless, he slumbers in all his saturated clothes. The wind increases to a gale, he hears it not, dead sleep is on him, but the maintree-sail has to be set; the lower sheet block hooks to a ring bolt just above him, the sail is loosed, and the block performs a series of concussions against the deck, within three feet of his head, causing him to spring up with a force that brings his poor cranium in such violent contact with the beam above as to knock him senseless back again, and bereft of every thought save that of instant dissolution. The third day at sea sees him emerge from below, covered with dirt and lint, and bearing about him a look of the most abject misery, mental and bodily.

(To be continued.)

THE WAVE LINE PRINCIPLE.*

(From Naval Architects' Transactions.)

7.—*Comparative qualities of the Wave Water Line, Convex Water Line, and straight Water Line of Entrance.*—The full bow, the straight bow, and the hollow bow, have each had, for some years, their respective advocates and parties among professional shipbuilders. The wave form has some advantages and disadvantages; and the various forms of various lines give various qualities, which different constructors prize more or less; and which suit them to various uses. The practical problem is to select those forms most fit for special uses.

In regard to the wave line, it must be conceded that in one point it is inferior to the convex, or bluff bow. It is inferior in capacity, or displacement, to a vessel with a full convex water line on the same midship breadth and length of entrance.

The convex water line made of the parabolic form has a larger area than the wave line, in the proportion of 6.66 to 5.00.

For a slow vessel the parabolic entrance may have an advantage in point of capacity. But that will be a mercantile point of comparison between the value of speed and capacity in the conditions of a given case.

The straight line entrance has no greater capacity than the wave line entrance. There is no advantage with which I am acquainted possessed by a straight line bow over the wave line.

On the one hand,—the advantages, in a sea-going point of view, of the wave line bow over the straight line bow are great. The wave water line has, it is true, no greater area than the straight water line, but it has that area in a much better place. It carries its cargo and weights in the right place, near the middle of the ship, while the straight bow, as well as the convex bow, carry their weights nearer the ends of the ship. To remove weights out of the ends of his ship, and to carry them near the middle, is exactly what the wise constructor aims at in good design, and what the wise captain tries to arrange in his practical stowage. The extent to which this is carried out in practice is a main point in the sea-worthiness of a ship, especially in heavy weather. This excellent disposition of weights the wave form accomplishes better

*Continued from page 108.

than any other form. It takes weight out of the bow to carry it near the middle.

In the Parabolic line the centre of weight is 0·37 from the middle.

In the Straight line the centre of weight is 0·33 from the middle.

In the Wave line the centre of weight is 0·29 from the middle.

Next, I may notice, that in point of stability the wave bow is superior to the straight bow. In the drawings it is shown that the centres of gravity of the wave line are further from the middle than in the straight line bow. Thus, although the areas of water line are equal, the stability of the wave line is greater than that of the straight line bow.

But in regard to the motion of pitching in a heavy sea, the wave line is, beyond all question, much easier in its motions than the straight line, or than the convex. This arises from its capacity for weight lying nearer to the centre of the ship, and also from the weight of the hull itself lying much nearer the centre. This prevents the ends from being loaded. Moreover, the very fact of there being little displacement near the ends deprives the sea of power either to move the ship vertically in the longitudinal direction, or to act upon it with injurious force to the same degree as either the straight line or the convex bow.

Hence, the wave bow makes the ship not only easier, but stronger and safer, than a ship of the same length with either the convex or the straight water line.

The advantages and disadvantages of the three classes of bow are nearly as follows:—

CONVEX PARABOLIC.	STRAIGHT LINE.	WAVE LINE.
Greatest capacity, 0·66.	Less capacity, 0·5.	Less capacity, 0·5.
Greatest resistance.	Less resistance.	Least resistance.
Greatest stability.	Least stability.	Mean stability.
Greatest pitching.	Less pitching.	Least pitching.
Worst place for weights.	Mean place for weight.	Best place for weights.
Worst for strength.	Mean for strength.	Best for strength.
Worst for injury at sea.	Mean for injury at sea.	Safest at sea.
Least speed.	Mean speed.	Greatest speed.
More waste of power.	Mean waste of power.	Least waste of power.

8.—*The Wave Lines of the After Body.*—The wave line of the fore body of a ship is a simple geometrical line of unvarying form and appearance, unmistakable in its characters, and perfectly definite and precise in all its elements. On a given length and breadth it has a given invariable measure of convexity and concavity, and characters which do not change.

The wave line of the after body is less definite in some of its

characters, and admits of variations which allow greater freedom of choice.

The reason of this difference arises mainly out of the different conditions of the water as it is acted on by the bow, and as it acts on the stern. The bow strikes water in a condition which (in smooth water at least) is uniform, definite, and exactly foreknown. The particles of water are at rest in front of the bow, and the only choice we have in designing a bow is whether we shall give them one motion or another.

But the after body is in quite different conditions from the fore body. It moves in troubled water. Instead of finding particles of water at rest, it finds them with motion already given to them, and the first question to be asked is, what state does the fore body leave the water in when the after body has to follow it up? The problem is, therefore, more complicated.

And further, the after body really finds itself in a cavity, or hole, ready made for it by the fore body, and the question is rather this, What shape will the water itself take? than this, What shape shall we give the water? In the case of the fore body, the water must suit itself to the shape of that body which is forced into it. But in the case of the after body the water is free to follow the shape of the after body, or not, according as it may, or may not, find the shape of the after body suited to it. The run of the water may, or may not, choose to follow the shape of the after body of the ship. We must, therefore, fit the after body to the run of the water in the wake.

The after body must, therefore, fit the water, and fill the run which the water may take. And the question has to be asked, How does the water which has been parted and moved out of the way of the bow of a ship behave itself in the process of refilling the hole which has been made? We have seen, in a previous part of this enquiry, that the water in filling a wake abaft the midship section of a ship takes the form of a wave of the second order. In order to fit it the line of the ship ought to fit the line of the wave of the second order.

In order to apply this in practice to the after body of a ship of a given length and breadth, and of which we have already formed the water line of entrance, we take the main breadth and length of run chosen. We divide the length of run into 1, 2, 3, 4, 5, 6, 7, 8, equal parts; we place a semicircle on half the main breadth, abaft it; we divide the circumference into the same number of equal parts as the length of run; and in the same order we draw a fore and aft line from each point in the circle equal the parts 0, 1, 2, 3, 4, 5, 6, 7, on the length. The ends of these parallels are points in the water line required.

The curve of the after body is, therefore, of the kind commonly called cycloidal, or trochoidal, and though not identical with the curve of the bow, belongs to the same family. Such curve may, however, be called wave lines, better than by any other Greek, or Latin name, as the forms are best known to everybody from the shape of the waves on the surface of the sea. The curve just described is the same as the curve of the front of a common sea wave approaching a shore, and it is the curve which water filling up an opening artificially made in it, naturally assumes in the process of filling it up.

It should be carefully noted that, in the case of the fore body, the water line has an invariable *concavity*. In the after body, on the contrary, it may be even quite *convex* in extreme cases. This depends on the relative length and breadth in the after body, while in the fore body it is constant. It is also to be noted, that in every case the after water line thus constructed is fuller than the corresponding water line of entrance.

Another point of distinction between the wave line fore body and after body is this, that the whole of the wave water lines of the fore body may be constructed so as to follow closely all the characters of that line which is taken as the principal water line. On the contrary, the character of the wave water lines of the after body, which are lower down than the principal water line, may, and in many cases must and should, vary entirely from that of the principal water line, which is to be taken at, or near, the surface of the water.

The reason of this difference is cogent.—The particles of water at the bow acted on by a wave fore body, do in general take motions which closely resemble each other from the bottom to the top of the water. On the contrary, the particles entering the run take motions in entirely different planes. Their motions vary as follows:—Those on the surface move more nearly in a horizontal plane; those near the bottom of the ship move nearly in a vertical plane.

For the same reason, also, the depth of the ship materially affects the direction of motion of the particles in the wake. In a shallow ship much of the motion of the particles is in a vertical plane, and little of it horizontal. In a deep ship much of it is horizontal, and less of it vertical. The shape of the midship section also affects powerfully the direction of the particles starting on their run into the wake.

To determine the best form of after body it is, therefore, expedient to construct a vertical wave line on the run as well as a horizontal one, and in designing two vessels, to give more weight to the vertical wave line and less to the horizontal one. Great use may be made of this in

shallow vessels, to give them good qualities, by filling the horizontal water lines and fining only the vertical ones.

We have, therefore, *in the after body, a wave buttock line*, as well as a wave water line to assist us. It is fortunate, indeed, for us, that we have two lines to help us instead of one; and that we are able to use our own judgment in the degree by which we lean more on the one of these, or more on the other. For the run of a ship is more complex than the bow, in consequence of the place of the rudder being aft; and the best action of the rudder is a point to which minor considerations must give way. The two lines we possess enable us to give more or less fineness one way than another, according as we find it to affect steering power.

The case of screw vessels, also, which have the propeller in the stern, requires a judicious choice to be made between vertical fineness and horizontal. The result of my experience is, that fineness below is much more valuable, both for the good action of rudder and screw, than fineness above. I therefore, am guided mainly by the vertical wave line in giving fineness to the after body.

The practical advantages to be given to a ship, by means of the wave line after body, are as follow :—

Great capacity of after body ;

A very fine run below water ;

Great area of water line near the surface, where it is most valuable for use ;

Great stability, given in a good place, and of a good sort, for sea-going qualities ;

Least resistance, and greatest economy of power.

9.—*A definite proportion of the length of fore body to the after body of a ship is given by the wave principle.*—Different naval constructors have adopted different methods of proportioning the fore and after bodies; but no one of these has borne the test of practical trial at considerable velocity. I was educated in the dogma that the greatest beam, or main breadth of construction, should be exactly one third of the length from the stem, and exactly two-thirds of the length from the stern; making the after body double the length of the fore body. Later, the advancement of steam navigation compelled the abandonment of this idea; and with a straight bow and a straight run, there came into use a fore and after body more nearly equal.

The wave principle has reversed the old inequality between the fore and after body of a ship, by allowing the after body to be even shorter than the fore body.

The degree to which the after body may be shortened, without injury to speed and power, is also defined, being, in round numbers, one third shorter than the fore body.

Hence the after body of a wave line ship may be shorter than the fore body, in the proportion of two to three. This gives the following proportions :—

Fore body	= three-fifths.
After body	= two-fifths.
Whole length	= five-fifths.

10.—There is no principle given by the wave method of construction more important than the following :—that there is a *fixed proportion between the speed for which a ship is to be designed, and the length of entrance and run* which must be given to her in order to fit her for that speed.

The importance of obtaining such definite proportions had long been felt by practical men. It was known that it was very difficult, by any amount of power, to push vessels of certain length and shape through the water at a high velocity. Power and money were wasted in vain attempts to make ships of unsuitable dimensions attain high speed. Vessels were filled with boilers and machinery, designed to compel the performance of high velocities. Instances are well known, where a double amount of steam boiler had been provided to compel high speed in an unsuitable vessel, and afterwards these boilers had to be removed, the higher speed being found impossible in that kind of ship, and the highest speed of which the ship was capable was afterwards brought out with half the power.

It is, in general, most unwise to attempt, by excess of steam power, to compel vessels to perform speeds to which their dimensions and form are unsuited ; only in rare cases is such a sacrifice of power excusable, when circumstances render it impossible to have the proper length and form.

The wave principle at once gives us the following information :—

For a speed of 10 statute miles an hour, the entrance of a ship should have a length of not less than 35 feet, and the run should have a length of 20 feet.

For a speed of 15 statute miles an hour, the entrance of a ship should have a length of not less than 95 feet, and the run should have a length of 68 feet.

For a speed of 20 statute miles an hour, the entrance of a ship should have a length of 170 feet, and a length of run of 120 feet.

The cause which fixes this proportion is obvious. The length of the fore body of a ship designed on the wave principle must be the same as the length of wave of the first order which moves with that speed. The length of the after body must be the same as the length of front face of the wave of the second order moving with that velocity. Hence the following table :—

LENGTHS OF ENTRANCE AND RUN FOR GIVEN SPEEDS.

Statute miles per hour.	Length of Entrance.	Length of Run.	Statute miles per hour.	Length of Entrance.	Length of Run.
1	42	3	11	50.82	36.3
2	1.68	1.2	12	60.48	43.2
3	3.78	2.7	13	70.98	50.7
4	6.72	4.8	14	82.32	58.8
5	10.50	7.5	15	94.50	67.5
6	15.12	10.8	16	107.52	76.8
7	20.58	14.7	17	121.38	86.7
8	26.88	19.2	18	136.08	97.2
9	34.02	20.5	19	151.62	108.3
10	42.00	30.0	20	168.00	120.0

11.—The wave system of construction releases us from the trammels of another very old and time-revered prejudice. It used to be imagined that there was a *fixed proportion of length and breadth* in a ship which was essential to her attaining high speed. For example, a proportion of three breadths to her length was reckoned a good proportion for a sailing vessel of moderate speed; four to one was used for a higher speed; and six breadths to her length was considered a high proportion. Next came the demands of steam navigation, and it was considered for high speeds that a proportion of 8 to 1, 9 to 1, 10 to 1, and even 15, 18 and 20 to 1, would be required for the highest speeds.

The wave system destroys all idea of any proportion of breadth to length being required for speed. An absolute length is required for the entrance and run; but these being formed in accordance with the wave principle for any given speed, the breadth may have any proportion to that which the uses of the ship and the intentions of the constructor require. A vessel meant to go ten knots, can be efficiently propelled at that speed, if her length and form be right, whether she is 3 feet beam or 30 feet.

12.—The wave system of construction fortunately leaves us *free to adopt any form of midship section* we require for the other qualities of the ship; and it is nearly equally easy to design a ship according to the wave principle on any one midship section which gives us the good qualities we want as on any other.

13.—In conclusion. The wave system allows us to give the vessel as much length as we please to the middle body. It is by this means that

we can give to a vessel of the wave form the capacity we may require, but which the ends may not admit. Thus the Great Eastern, which is a pure example of the wave form, has an entrance, or fore body, of 330 feet; a run, or after body, of 220 feet; and a middle body of 120 feet; which was made of this length merely to obtain the capacity required.

In designing wave vessels, it is necessary to distinguish carefully *the three great elements of construction*, viz: the *fore body*, the *after body* and the *middle body*. The lengths of the fore and after body are indicated by the required speed, and if the beam is fixed, it is only by means of a due length of middle body that the required capacity, stability, and such other qualities are to be given, which will make the ship, as a whole, suit its use. Middle body is therefore an element demanding the careful study of the designer on the wave system, and it will well reward his pains.

It only remains now to notice the errors which a young naval constructor, trained in the old school, is likely to commit in his first use of the wave principle. One of the most common of these errors is to exaggerate the wave principle, and to caricature it. Finding that a hollow water line is admissable, he rushes to the extreme, and makes it too hollow, and gets increased resistance. Finding that a long entrance is good, he makes it too long, and gets increased surface. Finding that a full after body is admissable, he makes it too full, and injures steering. On the other hand, instead of going too far, he may stop short too soon. When the water line near the bow is made fine, and the deck allowed to remain full, the end of the ship is overloaded, and so the value of carrying weights in the centre is sacrificed to a custom. It is most unwise not to reduce the weight and bulk carried out of the water, in like proportion to the weight and bulk by which they are carried in the water. No error is more common than to give a wave line vessel greater fineness than is required for the special case, to the sacrifice of the carrying qualities of the ship.

The best way of avoiding these errors, is for the constructor not to adopt the system too hurriedly, nor introduce it too largely in his first constructions. Let him take the lines of a ship he has already built, and only alter them in a small degree the first time in the direction which the wave principle indicates. He will find out thus how far he has made improvement, and how far he has altered the ship's practical points. Next time he may make a further change in the same direction. Thus he will avoid the error of rushing to an extreme—than which there is nothing more fatal to the success of a new method. A ship all ends, with no middle—all top, with no bottom—all deadwood, with no capa-

city, is precisely one of those caricatures of the wave principle of which we have seen a great many mis-named clippers, in which the true purposes and uses of a ship have been lost sight of; and the attempt to achieve a sudden and fruitless victory in speed has been made at the expense of every quality which makes speed desirable and remunerative.

To guard against such errors let it never be forgotten, that the end of all shipbuilding is to work out the purposes of the shipowner. A ship of war has to fight guns, and a merchantman to carry freight. To build the former so as not to fight her guns, is a much greater fault than to make her slow. To build the latter so as to have great speed at great cost, without the capacity necessary to repay the owner his outlay, is a folly. Freight is the owner's object, and to earn the greatest freight is the problem submitted to the designer of his ship. To this object the wave principle, well understood, gives a safe and certain guide. When you know the speed wanted for the trade, the wave principle will give you the length of entrance and run to gain that speed. When you know the cargo to be carried, you are able to say what buoyancy you want, and what length of middle body will carry the bulk and weight. When you know what draught of water the intended navigation admits, you are ready to decide what form of midship section will give the stiffness and weatherliness wanted. When you know the weights to be carried, and the bulks to be stowed, you must take care that you carry them where they are supported, by the water, and not where, being unsupported, they weaken the ship and increase its strains. If you thus keep the uses of the ship steadily in view, you will find the principles of the wave system a safe guide to enable you to give your design those qualities, without a sacrifice of those other qualities which can alone enable the shipowner to continue to avail himself of your science and skill.

YACHTING INTELLIGENCE.

The Hon. G. F. Boyle, and J. Hamilton, Esq., have exchanged yachts, the steamer Valetta being now owned by the former, and the Black Eagle by the latter.—J. Lockett, Esq., has purchased the Snake schooner, 40 tons, from G. Putland, Esq.—T. B. Hanham, Esq., has bought the Themis schooner, and will again start from Cowes on the 2nd inst., for a foreign cruise.—Friend Williamson, Esq., has purchased the schooner yacht Maria, 84 tons.—R. B. Hesket, Esq., is building a new 20 ton schooner, at Halliday's. The Sea Witch, 82 tons, Hansen is lengthening by the stern.—Blanshard is building a schooner of 25 tons for — Unwin, Esq., of Forest Lodge, Hythe.—Blanshard is also lengthening the Silver Fish, 7 feet forward and 3 aft.

SHIFTING BALLAST AND MEASUREMENT.

HURRAH! we are in for another spin about these nuisances, and the Great Gun, *yclept* "Vanderdecken," has this time taken a spell, which has already brought out the opinions of two or three writers on the same subject—so far so good—but after all what will it amount to—*Nothing!* At the end of a long paper argument it will be "as you were". Van is too old a hand not to know this, and he also knows that you might as well attempt the destruction of Gibraltar, as to move yachtsmen to meet and discuss the subject. However, as all our readers may not have read the "Old Fellow's" yarn, we will borrow it from our friendly contemporary *Bells Life*, and should the correspondence which follows, leave an impression that "*something*" may be done,—our friends will find the pages of the "*Mag.*" open to their suggestions and opinions.—Now for "Old Van":—

"It is much to be wondered at that such a diversity of rules should still exist as regards the measurement of vessel for tonnage, and the allowance of time for difference of tonnage for racing purposes; the necessity for some combined movement amongst the various royal yacht clubs has been repeatedly and forcibly urged, but a strange apathy upon the subject appears to prevail. We have now, however, arrived at a period in yachting when it becomes imperative that some such steps must be taken, in order that the interests of yacht owners and builders may be protected, and that the noblest pastime of British sportsmen, connected intimately as it is with the supremacy of Great Britain upon the sea, should be governed by a code of universally acknowledged rules, that shall leave the builder free and unshackled to the development of his genius, and place distinctly before the yachtsman the terms upon which he may expect to be successful at any or every yacht club station he may select to engage his vessel at.

"The question of shifting ballast has been so repeatedly and ably discussed in your columns, Mr. Editor, that to venture any further remarks upon its details would be a work of tautology, and, moreover, almost tiresome; that it is the great bane of our present system appears to be universally acknowledged, and that it prevents many yacht owners, who possess able and fast vessels, from competing at the regattas round our coasts cannot be denied. During the past season at some stations it was strictly prohibited, and the cabin floors of the competing vessels were closed down with tape and sealing-wax, in order to ensure compliance with the rule. At other stations it was simply stated in the sailing rules that no shifting of ballast would be allowed; and at others no mention whatever was made of the subject; thus leaving it to be inferred that vessels' crews might do as they pleased. The two clubs that have stood out boldly for the abolition of shifting ballast were the Royal Thames and the Royal Mersey, clubs of no mean repute in the

yachting world; at the regattas of these clubs the tpe and sealing-wax were assiduously applied, and the care evinced by the crews of the respective vessels engaged lest a seal should be inadvertently broken, seemed to ensure the impossibility of the rule being contravened.

"With respect to the wording of the rule 'that no shifting of ballast would be allowed,' the question has arisen as to what legitimately came under the denomination of shifting ballast; was it shot-bags, half cwt. weights, sails, chains, or anchors? If it was confined to shot-bags or metal weights, then it was urged, 'Oh, but all the spare sails, the chain cables, and the anchors were in the cabin, and were shifted as occasion required!' Thirdly, where no mention of shifting ballast was made at all, the entrances were limited, and almost entirely confined to such vessels as were supposed to be supplied with it.

"I am induced to think that the builders, as a body, would be well satisfied if a rule were adopted by the clubs, whereby the stringent prohibition of shifting ballast would be ensured in all yacht races: let no yachtsman be under the delusion that the practice is dying out—so long as a loophole is permitted the evil will exist, and it never was more rampant than now; no man building a new vessel likes to throw away a chance of losing any match he may be engaged in, and yachts will be supplied with the obnoxious article so long as an opportunity exists for using it. It would, therefore, seem expedient that all the clubs should come to a universal determination of abolishing its use at once and for ever. The desideratum that appears desirable to be arrived at is to bring all yachts competing for a race to the starting buoys in as nearly as possible the same trim and condition they would be when cruising for pleasure. It may be still further urged that vessels that go in for racing only will be more amply supplied with racing canvas, in the shape of balloon jibs and gaff topsails, than those used for cruising; but I think it will be found that shifting ballast has been the parent of these enormous sails, and that when once it shall be got rid of, they will resume such just proportions as will render them of quite as much utility for one purpose as the other. Both classes of sails, proportioned in moderation, are essential when making passages in light weather.

"Next to the question of shifting ballast come those of admeasurement for tonnage, and the allowance of time for the difference thereof. Builders have always built and been paid per ton by the system of old measurement, hence called builders' measurement, and, therefore, that system must continue so far as it relates to builders and purchasers, but there it should end. Other systems of measurement have recently come into use and been largely adopted, but have not become what is much wanted—that is, universally adopted; at one place a vessel races according to the builders' measurement, at another according to a modification of it, where measurement on deck is substituted for that along the keel; and another, again, measures the length on deck alone. Here, then, is a precious medley, for by it any one vessel may be made of three different tonnages. I believe that the true measurement for tonnage of any vessel is her displacement in the water, and that the allowance of time should be intimately connected with that.

"The late Mr. Philip Marett, a talented and scientific practical yachtsman, was the first to pierce the fog of obscurity in which this question appears to be involved, when he advocated his plan of admeasurement by canvas; and had he been spared I have little doubt he would have supplied the omission requisite to make that system perfect. There are two particulars in the consideration of this question, which, although distinct, so depend upon each other that they must be combined to ensure a correct result. One is the body to be moved, which can only be represented by the actual displacement of a vessel in the water; the length on the keel, or the deck, or the breadth of beam, or any combination of measurement from indicated points, are not correct experiments of it; it can only be determined by a very simple and by no means tedious calculation, made from the measurements of the lines upon which a vessel is built. Let the load water-line be once indicated upon the draught of lines, and the displacement is very easily obtained—that is, if there be any truth in figures. The next is the power by which this body is moved through the water, which is represented by the area of canvas used in propelling it. The combination of these two—viz., the displacement or weight of body to be moved, and the propelling power or area of canvas by which that displacement is moved—appears to me to be the just basis upon which admeasurement for tonnage and allowance of time for difference should be calculated. I would apply it in this way:—Let the displacement of two vessels be calculated, and the lesser being subtracted from the greater, let an allowance of half a minute per ton be made upon the quotient; then let the area of canvas of both vessels be calculated, the lesser subtracted from the greater, and an allowance of half a minute time be made in every 100 square feet of difference; the time allowance on both quotients being then added together and divided by 2, the quotient would represent the correct allowance of time to be made by the larger to the lesser vessel. For an example of this plan I shall take the well-known vessels the *Mosquito* and *Cygnets*.

"Area of Canvas—four large sails.

Square feet.

Mosquito ... 4465

Cygnets 3030

1435=7 min.

Load displacement in tons.

Mosquito ... 69 tons.

Cygnets 45 "

24=12 min.

19 min. divided by 2=9 min. 30 sec.

The time allowance according to builders' measurement between these two vessels would be, at half minute time:—

Mosquito ... 50 tons.

Cygnets 35 "

15 divided by 2=7 min. 30 sec.

And the allowance according to Ackers's scale would be 10 min. 25 sec.
Again, take the Cygnet and Vesper.

Area of canvas—four large sails.

Cygnet 3030

Vesper 1782

1248=6 min.

Load displacement.

Cygnet 45 tons.

Vesper 14 "

31=15 min. 30 sec.

21 min. 30 sec., div. by 2=10 min. 45 sec.

"The allowance between these two vessels, according to builder's measurement, at half minute time, would be 9 min. 30 sec.; and Ackers's scale, at one minute per ton below 31 tons, it would be 17 min. 45 sec. I throw out this suggestion for a universal system of measurement, and allowance of time for difference of tonnage, for the consideration of yachtsmen previous to the coming season; and I think, if they will take the trouble of investigating it, they will find that in important details there is more in it than at first meets the eye. It would remove all trammels from the builder as to the form of his vessel, and impose a penalty upon carrying more canvas than was requisite. Once a vessel's displacement was calculated, a certificate of the same from a properly authorised officer would be sufficient at all yachting stations, and a similar certificate of area of canvas would complete the system.

"Next in importance comes the subject of entrance fees at regattas, and I can assure you, Mr. Editor, they exercise no mean influence upon the entries; for although, comparatively speaking, they are mere trifles, yet it is the last straw that, according to the old adage, breaks the camel's back, and many a cruising yachtsman, after calculating his expenses for additional hands, &c., when considering the propriety of having a try for a prize, very often stops short when an additional five or six guineas for two days' sailing sums up the list. Entrance fees should be abolished. The only object of such charges should be to ensure a vessel that is entered starting and sailing the match. The plan acted up to by the Royal Thames Yacht Club in order to effect this is an exceedingly good one, and worthy of adoption by all other clubs, and at every regatta; the sailing committee charge one shilling per ton upon entering any yacht for their prizes, and upon her competing for that prize this entrance fee is returned.

"A yacht owner has recently suggested a meeting of representatives of all the clubs in London to take into consideration these and other important questions affecting the interests of yachting, and until some such meeting takes place it is much to be feared the necessary reforms can be but slowly, if ever, effected. Some one of the flag officers of all our royal clubs visit London frequently, and it only requires some few influential yachtsmen be-

longing to different clubs to take the matter up, and they would be well supported."

In the last paragraph of Van's remarks, he re-echoes our opinion expressed in our last Volume. But since that letter appeared several months have elapsed, and yet nothing is done to form such a meeting. In fact, it is as we before stated, a subject worthy of being entertained and carried out—yet out of the thousands forming the Pleasure Navy not one seems possessed of sufficient nerve to bring it before his Club. It needs not the eloquence of a Gladstone or a D'Israeli, but a simple introduction by any man whose heart is in the cause. The suggestion once brought forward, there will be plenty of members ready to give their aid in forming the Committee. The present time is well suited for such a purpose, as all Clubs are now preparing for the forthcoming season, and full attendance is given to the meetings.

We have now a letter from a nobleman, a member of one of the first Clubs in England, from which we will give an extract, and only regret we are not authorized to add his name to it, and prevail on him to propose a Committee to investigate the proposition of a "Yacht Owner" before alluded to.

"As I am anxious to build a racing yacht for next year, I trust you, through your influence, will do what you can to have the abominable practice of shifting ballast, and removing fittings of any sort from below abolished, and also to advocate a rule being made that all racing yachts must be properly fitted, with accommodation proportionate to their tonnage. Shot-bags, in my opinion, ought to be entirely condemned, they are perfectly useless, except for racing, and if no one used them, it could only have the effect of vessels carrying a trifle less sail, which would be a great improvement. I could write pages on these matters, but there is no necessity for that, it is as simple as possible; but the thing must be made public, and must be repeated again and again until something is done, but one must speak boldly on this subject and not mince matters. If I can be of any use to you, I shall be most happy, it would give me much pleasure if I could assist in getting up a committee for the improvement of yacht racing."

Now, here is one, whose station in life would command attention and respect, anxious for the welfare of yachting, willing to give his assistance, if a sufficient number of gentlemen will come forward; and to carry this out, in the event of no one possessing sufficient confidence to open the ball, we would propose that any gentleman willing to form one of such committee, should send us his name, to be kept strictly private until a sufficient number, (say twenty,) when we would send each a circular announcing, to them only, the list of the committee, that a pre-

liminary meeting might be appointed. Leaving this to the consideration of yachtsmen we will now insert the letters in answer to Vanderdecken.

"MR. EDITOR.—I was much pleased on taking up your paper this morning to see the old signature of "Vanderdecken" appearing again in its columns, and to find that he has thus early in the year taken up the long acknowledged necessity of having some Universal Code of racing rules under which all regattas should be managed, and by reference to which any yacht owner wishing to attend a regatta could at once know the manner of entering his vessel, her racing tonnage, the mode in which she would be started, the number of hands, sails, &c.; the last hour prior to the race at which she would be allowed to take in or put out stores, &c.; the time he would have to allow; and last, tho' not least, whether or not he would be allowed to shift ballast during the race. The want of such a code has long been felt, and I trust will some day be supplied by the mutual consent of the principal Clubs; but meanwhile, while fully agreeing with Van as to its general scope, I would venture, to offer a few remarks on the principal points in his letter, viz. shifting shot, and measurement by canvas.

"Agreeing with him to the fullest extent as to the abomination of shot bags, having too often broken my back over a pile of three or four tons of dead weight requiring to be slung up to windward like lightning whenever the helm is put down, only within a few minutes to go flying back again—a labour worthy of Sisyphus—not to earnestly wish that said bags, or rather their contents, might be henceforward confined to their legitimate use of killing game instead of yachts' crews, and fully expecting some day or other to see or hear of a modern clipper with a 60-foot gaff-top sail aloft, a balloon jib with a sheet coming in over the runner, four or five tons of shot in her weather-lockers, and fifteen or sixteen men sitting up to windward, caught by a squall on her lee side, and being then and there capsized and going down like a stone.

"I nevertheless feel great doubt as to the method by which Regatta Committees can prevent the evil, and the equally great one consequent on the use of shot bags, namely the forcing a 55 or 60-ton cutter to carry the mast, gaff, and boom of an 80-tonner, and a gaff topsail and balloon jib, which would have been thought preposterous formerly in a 100-ton craft. The mere making a rule that "no shifting ballast will be allowed," is however, only a snare on the honourable man who races on board his own ship, and who will not wink at what his skipper was about, while in his opponent either the owner is not on board, as too often happens in cup-hunting craft, or does not, or will not, know what is going on below. Sealing down platforms is equally an absurdity, as pounds of wax would never prevent any man shifting shot as he pleased, who wished to do so, as has been often proved in former days, when the practice was common; and it runs a great risk of causing bad blood and unpleasantness if a seal gets accidentally broken, either by the working of the vessel, or the unavoidable hurry and confusion in shifting sails during a race.

"Putting a spy on board, whether a member of a royal yacht club or a hand exchanged for the day, is also fraught with objections; and I boldly say that the only method I at present know of to check the use of that, is to limit the number of persons actually on board during the race; shot bags without hands to shift them are useless, and the tremendous gaff topsail yard, also require such a strain to hoist, that unless a yacht be full of men she cannot practically make use of them; but this limiting of numbers on board opens the very sore subject of friends, who, if fine powerful young men accustomed to yachting, are nearly as good as professionals at a halyard or a pile of shot bags, and involves either the leaving on shore for the day some of the party who may have actually come round in and be living on board the yacht, or the feeling on their part that they are taking up the place of professionals; a feeling which the demeanour of the skipper is pretty sure to increase.

"I am sure that no man knows better than Vanderdecken that one of the Regatta Committees whom he quotes as adhering to the rules against shifting ballast and limiting the number of hands last season, the Royal Mersey, found it impossible to carry them out, and that the smile on the face of every person who knew what cloth a yacht could carry without the use of shot bags, when they looked at what they did carry during the three days of that regatta, was quite enough to show how little they thought the rules were enforced.

"I have not left myself much space to comment on the second head, viz: measurement by canvas, but would only point out that practically the time now allowed at most of the principal regattas, viz: on a scale founded upon Ackers's principle, and beginning with half-a-minute per ton up to 40 tons, and then decreasing five seconds per ton up to 100 tons, at which size all allowance of time amongst cutters ceases, the measurement to be taken by the Royal Thames Yacht Club rule for deck measurement works very fairly, and is not far off the right thing; and that while the length of courses varies from nearly 50 miles at the Mersey to 26 at Cork—whilst some are smooth and river-like, and others the open sea—and while on a rough day, with a heavy top on, the large, powerful vessel can give almost any time, but in smooth water, with a light and uncertain breeze, she can hardly spare even a few seconds—the difficulty of ascertaining exactly what is fair to all parties is enormously increased. And I would beg to say that a sudden and ill-considered change, when so many clippers have been lately built, and when so much real sport is shewn at nearly all the principal regattas, would be a great blow both to their owners, and to the lovers of the noblest of English sports. I may add that the time between the Mosquito of 59 tons and the Cygnet of 35 tons, by the above scale, would be 9m. 40s. almost exactly the same as by Vanderdecken's plan.

Yours, &c.,

RED AND WHITE CROSS.

"MR. EDITOR.—Having seen with much pleasure the letter of 'White and Red Cross' in your impression of the 26th ult., yet feeling that he does not

strike quite at the root of the system, I beg to suggest that three inspectors should be chosen by lot on the morning of the race from the competent members of the club giving the regatta, and if one bag of said ballast be found on board a yacht which has been entered for the race, she shall forfeit the entrance money and all right to the prize.—Yours, &c.

“CAMBRIDGE BLUE.”

“MR. EDITOR.—I think that the plan proposed by ‘Cambridge Blue’ to prevent the use of shifting ballast is both feasible and ingenious. I think that the use of shifting ballast is an abuse of yachting, and an evil which should be put to a stop to for several reasons. It utterly prevents many yachts from entering for races in two ways; their owners may either object to have their cabin fittings destroyed, or they may not wish to expend the sum necessary to hire a large crew to work several tons of shifting ballast, in addition to the sails, and unless a yacht owner will consent to the destruction of his vessel’s fittings, and to spend a large sum in the hire of ballast shifters, it is utterly useless for him to attempt to run his vessel against mere ‘racing machines’ such as several vessels were turned into last year, by the removal of their fittings fore and aft, and by the employment of a quantity of shot bags. The owners of such ‘racing machines’ would no more think of going for a cruise in one of them than of getting himself keel-hauled; and the fair honest yachtsman, who goes from regatta to regatta in his seagoing craft, has no chance whatsoever of winning a race in which these miscalled ‘clippers’ are entered. I think that the shifting of ballast is detrimental in another way to the interests of yachting. I allude to Corinthian matches. Now, very few men, I am sure, would accept a second invitation to sail aboard a friend’s yacht as a fore-mast hand for a race if they had been put below on a previous occasion to haul about shot-bags, and were never allowed on deck to see how their own and the other vessels were getting along. Such an employment, to my mind, is utterly distasteful to a sailor, and it is a way in which few amateurs would like to ‘bear a hand.’ I hope that this perversion of yachting will soon be put a stop to by regatta committees ‘clapping a stopper’ on the use of shifting ballast.—Yours, &c.

“MARLINSPIKE.”

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

THE Annual General Meeting of the friends and supporters of this Institution was held on Tuesday the 18th March, at the London Tavern, the Right Hon. the Lord Mayor of London in the Chair. The meeting was influential and most numerously attended. There were present—Right Hon. Earl of Hardwicke; E. Grimwade, Esq., Mayor of Ipswich; Sir Edward Perrott, Bart.; Mr. Sheriff Cockerell; W. Banting, Esq.; Capt. the Hon Francis Maude, R.M.; Sir Alexander McNab; General Dixon; Charles Seeley, Esq., M.P.; Thomas Chapman, Esq., F.R.S.; E. Belle-

roche, Esq.; W. Tite, Esq., M.P.; Montague Gore, Esq.; Admiral Cator; Capt. Allen Young; Colonel Palmer; E. C. Tufnell, Esq.; Capt. Henning, R.N.; Capt. De St. Croix; Sir J. B. Johnstone, M.P.; William Cotton, Esq., F.R.S.; George Grant, Esq.; Admiral Bowles, C. B.; Capt. Washington, R.N., F.R.S., Hydrographer to the Admiralty; Benaiah Gibb, Esq.; and many others.

The Chairman, in a few words, opened the proceedings. The object they had met to promote, he said, was of a truly philanthropic, national, and patriotic character. Any efforts which could be made to encourage the brave men residing on our coasts in their endeavours by means of Life-boats and otherwise to rescue from death those who, but for their exertions, would inevitably be lost, was, worthy of the most liberal support. As the Chief Magistrate of the first commercial city in the world, he felt it an honor to preside over such a meeting. He concluded by moving that a list of gentlemen whose names were read by the secretary, should be the committee for the present year.

The motion was duly seconded, and it was carried unanimously.

It may be stated that the Duke of Northumberland was unanimously re-elected president of the institution, and that among the list of the re-elected vice-presidents were the names of the Archbishop of Canterbury and Earl Russell.

The report, which was read by the Secretary, commenced "by congratulating the supporters of the institution on its continued prosperity, and its still further advancement in public favour. The Committee alluded in feeling terms to the loss which, in common with the whole nation, the Institution had sustained by the lamented death of its illustrious Vice-Patron, the late Prince Consort. During the past twelve months three more of the old local Life-boat Establishments have been transferred to this society, viz., those at Dundee, Scarborough, and Dublin Bay. In the same period the Institution had placed, or was about to place, fifteen new life-boats on the coast, viz., at Whitby, Selsey, St. Ives, Llanddwyn, Southport, Irvine, Cambeltown, Winterton, Great Yarmouth, Dungeness, Scarborough, Aberystwith, Plymouth, Kingsgate, Blakeney, and Kirkcudbright. Others are in course of construction for Kingstown, Poolbeg, Howth, and Dundee. New carriages and boat-houses had been, or were being, built for all these boats. The Institution now possessed 120 life-boats on the coasts of the United Kingdom, and one on the island of Guernsey. These boats had, during the year 1861, saved *two hundred and eighty-nine* persons from different wrecks, nearly the whole under circumstances of peril which could not have been encountered by any ordinary boats. On *seventy-nine* other occasions they had gone off to the aid of vessels in apparent danger or in reply to signals of distress, but when their services had not eventually been required. For these several life-boat services upwards of £1,000 were granted. On one occasion only had the Committee to report accident attended with the loss of life at Scarborough.

"The Institution had placed forty-five barometers at the different life-

boat stations of the Institution. Attached to each barometer is a chart, on which the daily indications of the instruments are registered.

"Although the Committee deeply regretted to report that 884 lives had perished last year from shipwrecks on our coasts, yet every friend of humanity must rejoice with them in the gratifying fact that 4,624 lives were rescued during the same period from these disasters. Of these 743 owe their lives immediately to the services of life-boats. The total number of persons saved from shipwreck from the establishment of the Society in 1824 to the end of the year 1861, either by its life-boats, or for which it has granted rewards, was 12,272. During the past year the Institution had granted:—89 silver medals, 17 votes of thanks inscribed on vellum, and the sum of 1,287*l.* 14*s.* 2*d.* in pecuniary rewards for rescuing 416 poor creatures from shipwreck on our coasts. The operations of the Institution may be thus briefly stated:—Since its formation it had expended on life-boat establishments 67,000*l.*, and had voted 82 gold and 706 silver medals for distinguished services in saving life, besides pecuniary awards, amounting together to 16,384*l.* The total receipts of the Institution during the year 1861 had been 15,092*l.* 10*s.* 10*d.* Of this sum no less than 1,500*l.* 19*s.* 6*d.* was given by benevolent persons to defray the cost of life-boats. Miss S. H. Bertie Cator had collected from her friends and others 210*l.* towards the cost of a life-boat. Miss Hartley, of Bideford, had continued her indefatigable exertions on behalf of the life-boat cause, and had collected altogether 410*l.*, to be appropriated in aid of the cost of the Dundee life-boat and the Branton life-boat house.

"The Committee expressed their acknowledgments to the Newbiggin Branch, and other friends of the Institution in Northumberland, for their valuable co-operation in holding, last summer, a bazaar at Newbiggin in aid of its funds, the net proceeds of which realized the large sum of 300*l.* The town and neighbourhood of Ipswich had also contributed nearly 500*l.* to defray the entire cost of a life-boat station, through Mr. W. Bateman Byng, of the firm of Messrs Ransomes & Sims, of Ipswich.

"The following legacies had been received during the past year:—The late Mrs. Wilhelmina Watson, of Berwick-on-Tweed, 450*l.*; Miss Ann Easter Barber, of Warwick, 50*l.*; Thomas Fisher Hemington, Esq., of Uplyme, Devon, 100*l.*; J. R. Judkin, Esq., of Hackney, 105*l.*; Miss E. S. B. Palmer, of St. Ann's Gardens, St. John's Wood, 45*l.*; Edwin Cuthbert, Esq., of Camberwell, 50*l.*; and Capt. Bowerbank, R.N., 90*l.* The expenditure of the Institution during the past year on life-boat establishments and rewards for saving life was 13,955*l.* 2*s.* 10*d.* The Committee had incurred further liabilities amounting to 2,824*l.* for various life-boat establishments, &c. The operations of the Institution now extended all over the British Isles. To maintain and perpetuate these operations was a matter of earnest and constant solicitude to the Committee. They had incurred a grave responsibility; but they did not shrink from it, and were determined, with the continued blessing of the Almighty and the sympathy and liberality of the British public, to leave no effort untried that could in any way tend to lessen the annual loss of life from shipwrecks on our shores."

Admiral the Earl of Hardwicke moved the adoption of the report, and in doing so pronounced the institution the most really valuable one in the country. No less than 12,200 lives had been saved by its life-boats and other means since 1824; and it was a singular fact that in many cases the life-boats were worked most efficiently by landmen trained to the use of oars. It was also very gratifying that some ladies were exercising their great influence on behalf of the life-boat society. Most of the special gifts of life-boats emanated from them (cheers.)

Wm. Tite, Esq., M.P., seconded the motion, and being spoken to by Sir John Johnstone, the member for Scarborough, and another gentleman, who handed in a donation of 100*l.* from a lady of his acquaintance, was unanimously passed.

Montague Gore, Esq., moved—"That this meeting, having heard the very satisfactory report just read of the continued success attending the proceedings of the National Life-boat Institution, pledges itself to use every effort to maintain and extend the truly philanthropic and national operations of an institution which has rendered such signal services to the cause of humanity, by means of its large fleet of life-boats and otherwise, and which is year by year taking such deep root in the sympathies of the British nation." So important a consideration as the saving of human life required the assistance of organised societies around the coast, and the construction of the best boats, which would live in any sea. He was glad to see that meeting held in the great city of London, and presided over by its distinguished Lord Mayor.

Edward Grimwade Esq., (mayor of Ipswich) seconded the motion, and announced the determination of the people of his town to promote an institution so truly valuable and useful in saving human life. He stated that he had examined that morning the accounts of the Institution and he found that its working expenses only amounted to 7½ per cent. They had collected 500*l.*, which would be quite sufficient to establish a life-boat on the coast of their own county. The resolution was then passed.

Sir E. Perrott moved the next resolution, which was to the effect, that the thanks of the meeting be tendered to the Lords of the Committee of Privy Council for Trade, and to the Marine Department of the Board of Trade, for the important and cordial aid afforded by them to the National Life-boat Institution. Also to the Commodore Controller-General, the Deputy Controller-General, and the officers and men of her Majesty's Coastguard service, for their valuable assistance to the society.

Admiral Cator seconded the motion, and it was unanimously adopted.

Mr. Sheriff Cockerell moved the next resolution, which was—"That this meeting tenders its cordial thanks to Thomas Baring, Esq., M.P., F.R.S., V.P. (the chairman), to Thomas Chapman, Esq., V.P. (the deputy-chairman), and to the other members of the Committee of Management, for the care and attention with which they continue to administer to the important affairs of the institution. Also to the honorary local committees of the

several branches of the institution for their zealous co-operation with the central committee in promoting the efficiency of the life-boat establishments intrusted to their superintendence and management."

Hon. Captain Maude seconded the motion, and it was also agreed to.

Mr. Chapman returned thanks, and expressed his deep regret at the sad loss sustained by them in the death of Lord C. Beauclerk and his gallant companions, who lost their lives in an endeavour to preserve those of others. He alluded to the absence of the Duke of Northumberland in feeling terms, said that the interest of his Grace in the Institution continued unabated. The committee felt deep acknowledgment to the officers of the institution. In conclusion, he proposed a vote of thanks to the Lord Mayor.

It was seconded by Admiral Bowles, and his lordship having returned thanks, the proceedings terminated.

CONSTANTINOPLE ASSOCIATION OF PILOTS,—1862.

TURNING over the leaves of the only English Magazine,* published in the Turkish capital, our attention was caught by an article on Naval Reform, from which we find that Mr. William Knight, whom our readers will remember as the Rear-Commodore of the Royal Harwich Yacht Club, and also as Editor of this work at its commencement, has been indefatigable in establishing the Association of Pilots, at Constantinople, where he is practising as a Barrister, in H.B.M. Supreme Consular Court, consequently has had many opportunities of testing the pilots of the Black Sea, and caused him to propose the founding of the Association. For three years Mr. Knight has had hard work in starting and keeping this praiseworthy reform of a very bad system before the eyes of the British Mercantile Marine and the Consular authorities. His efforts, however, now seem to be crowned with full success, since we, in London, happen to know, that in Dec, 1861, the Lords of the Admiralty having been made acquainted with certain resolutions passed in open meeting at Constantinople, immediately forwarded them for consideration to the Board of Trade. Therefore, justice will now be done to those men, who are trained pilots, and the herd of imposters, that have too long usurped their privileges, will be routed.

The following gentlemen have been elected as a Committee to carry out the principles of the Association:—

Chairman—Mr. Henry Lamb; *Vice-Chairman*—Mr. Wm. Kerr; Messrs. T. H. Glover, F. Heald, W. B. Hopper, F. Miller, T. Russell, F. Teasdale, Swan, and H. Wright. *Registrar and Chief Pilot*—Mr. Vassili Andreato, a native of Cephalonia; *Hon. Sec.*—Mr. William Knight, Barrister-at-Law.

The meeting before mentioned was held in December last, and the Hon. Secretary fully explained the vexatious, and sometimes dangerous, positions masters of merchant vessels trading to Constantinople were placed in, by the impositions practiced on them by a spurious set of Pilots, men whose avocations were unconnected with marine pursuits; and who were palmed off on

* The Levant Quarterly Review.

the captain, as good and efficient pilots, whilst there were nautical men, well qualified by experience and education ready to conduct those vessels in perfect safety. Several resolutions were passed from which we select the following:—

“That the present irregular system of shipping Pilots at Constantinople, through the medium of irresponsible and self-interested persons, is not only highly prejudicial to the true interests of British Shipowners, but frequently places the lives of Officers and crews in jeopardy, through many unqualified Pilots and non-Mariners so becoming employed at sea.

“That the interests of the Mercantile Marine, in which Masters and Mates have by law to undergo examination, would be benefitted by the Pilots at Constantinople having also to submit to examination, and upon the plan of the Board already so successfully carried out at the British Consulate-General in the present year, under the presidency of an Officer of the Royal Navy, in conjunction with Officers of the Mercantile Marine.

“That it is desirable that Pilots bearing Consular certificates of competency or servitude be employed in all British ships in preference to non-certificated Pilots, until, as this meeting earnestly hopes, a provision to that effect be inserted in the proposed amendments in the Mercantile Shipping Act of 1854, which, it is believed, will be introduced next Session of Parliament, and may be made applicable to this port.”

We had intended to go further into difficulties overcome and other details, but space cannot now be spared. We hope, however, we have said enough for the present, to interest every yachtsman on the subject, and shall conclude with the following notice:—

Constantinople Pilots for the Azov, Black Sea and Danube.

“A Register-office for English and Ionian Pilots qualified for the above waters, and provided with British Passports was opened near the Galata Custom-house, on Her Majesty's birthday, A.D. 1859; at the store of Vassili Andreato, No. 3, Yeni-Kapou-Iskelessy, opposite Brannon's Britannia hotel, Rue Moum-Hane. English merchants and Captains by inspecting this register may instantly procure the most eligible Pilots, receive references as to their character, capability, experience, etc.; and select, if desired, those best acquainted with three, four, or five languages. Each enrolled pilot has a number; no pilots will be put upon the list without a guarantee and due enquiry as to their antecedents, and any instance of misconduct will ensure immediate removal from the Register.”

Captains can disembark at the door of the office on the first Scala, below the Custom House, Galata.

MEMORANDUM OF YACHT CLUB MEETING.

Royal St. Georges Yacht Club.—The annual reading out dinner of this club was held on March 1st, when a numerous attendance of members testified their interest in the proceedings of the evening. Vice-Commodore Henry was in the chair, and the Hon. George Handcock filled the vice chair. After the cloth was removed, the usual loyal toasts were given, and the

business commenced, when, from the secretary's list it appeared that there were only three members who had not paid up their subscription for the current year, and accordingly their names were ordered to be struck off the rolls of the club. The regatta this year in Dublin Bay will be given by the Royal St. George's, and we need hardly say there will be good sport, valuable prizes, and, as usual, excellent management. A very large fleet of yachts may be expected in Kingstown at this regatta; there are numerous new cutters and schooners about being launched, and the regattas of the Royal Mersey, Royal St. George, Royal Northern, and Royal Cork Clubs occurring in easy rotation, will attract both veterans and beginners, for at no regattas that we have ever been present at is there more genuine sport, or more cordial welcome; in addition to these the now famous Ocean Race, instituted by the oldest of all the clubs, the Royal Cork, from Kingstown to Queenstown, has each succeeding season since its establishment attracted a large fleet of cutters and schooners to take part in it, and this season we have heard of several vessels that will make their number in the Irish Channel for the express purpose of contending in it. It is gratifying to find that yachting interests are in the ascendant, and that the Irish Clubs were never in a more prosperous condition. A very handsome monument, in the form of an obelisk, has just been completed to the memory of the late Captain Boyd, R.N. It stands as near to the spot where he lost his life on the East Pier at Kingstown as it could be safely constructed. It bears the following inscription: "Erected by members of the Royal St. George's Yacht Club, to commemorate the heroism of Captain John M'Niel Boyd, R.N., H.M.S. Ajax, who perished near this spot, with five of his ship's company, John Russell, James Johnson, John Curry, Thomas Murphy, and Alexander Forsyth, in a noble attempt to rescue the crew of the brig Neptune, wrecked in the awful gale, 9th February, 1861."

Editor's Locker.

BALLASTING YACHTS.

Glasgow, 28th February 1862.

SIR.—Having purchased a small yacht last summer, which I found sometimes difficult to "put about," I have carefully studied the *Yachting Magazine* and *Yarns for Green Hands*, during the winter, and I trust not without some benefit. As the time for "fitting out" will be soon round again, I have taken the liberty of laying my case before you, just to guard against any mistake this summer.

My boat is very correctly described in one of your magazines for this year, being broad with a sharp bow, and if anything with a full stern. She is very chary sometimes about "going about," more especially if there is a heavy sea on, and has a tendency to lose her way when coming up to the moorings.

Would it be asking too much of your readers whether I should ballast her by the bow or stern, and whether she should be light or heavily ballasted.

To the Editor of *H.Y.M.*

I am, &c., G. B.

YACHTS' PUNTS.

Liverpool, 23rd February, 1862.

SIR.—In "Vanderdecken's" yarns, he gives some useful hints as to yachts' boats : could he, or any of your numerous correspondents give me some idea of the best form of building a punt for a ten tonner, so as to prevent her over-riding the yacht ?

Yours, &c.,

To the Editor of H.Y.M.

A LIVERPOOL SUBSCRIBER.

REGATTAS AND MATCHES.

May 7.—West Quay (Southampton) Amateur Regatta Club.

10.—Royal Thames Yacht Club—Opening trip.

10.—Prince of Wales Yacht Club—2nd and 3rd Class Matches, Distance not fixed.

15.—Norfolk and Suffolk Yacht Club—Opening trip.

22.—Royal London Yacht Club—2nd and 3rd, and Extra Class Matches. Erith to Chapman and back to Woolwich, for 2nd Class—and from Erith to Mucking Flat and back to Woolwich for 3rd and Extra Class.

23.—Royal Thames Yacht Club—1st and 3rd Class Matches. Erith to Nore and back. An Extra Match on same day for any rig.

June 5.—Norfolk and Suffolk Yacht Club Regatta at Cantley.

7.—Royal Thames Yacht Club—2nd and 4th Class Matches. Erith to Nore and back.

21.—Royal London Yacht Club—1st Class Match. Erith to the Nore and back.

23.—Royal Thames Yacht Club—Schooner Match, 75 to 200 tons.

July 1.—Royal Western Yacht Club (Ireland) Regatta at Queenstown.

1, 2.—Royal Northern Yacht Club Regatta at Largs.

8.—Prince of Wales Yacht Club Sailing Match

8, 9.—Royal St. George's Yacht Club Regatta in Dublin Bay

10.—Norfolk and Suffolk Yacht Club Sailing Match at Wroxham

15, 16.—Royal Cork Yacht Club Regatta.

Aug. 7.—Norfolk and Suffolk Yacht Club Sailing Match at Oulton

12, 13.—Royal Victoria Yacht Club Regatta

20.—Weymouth Royal Regatta

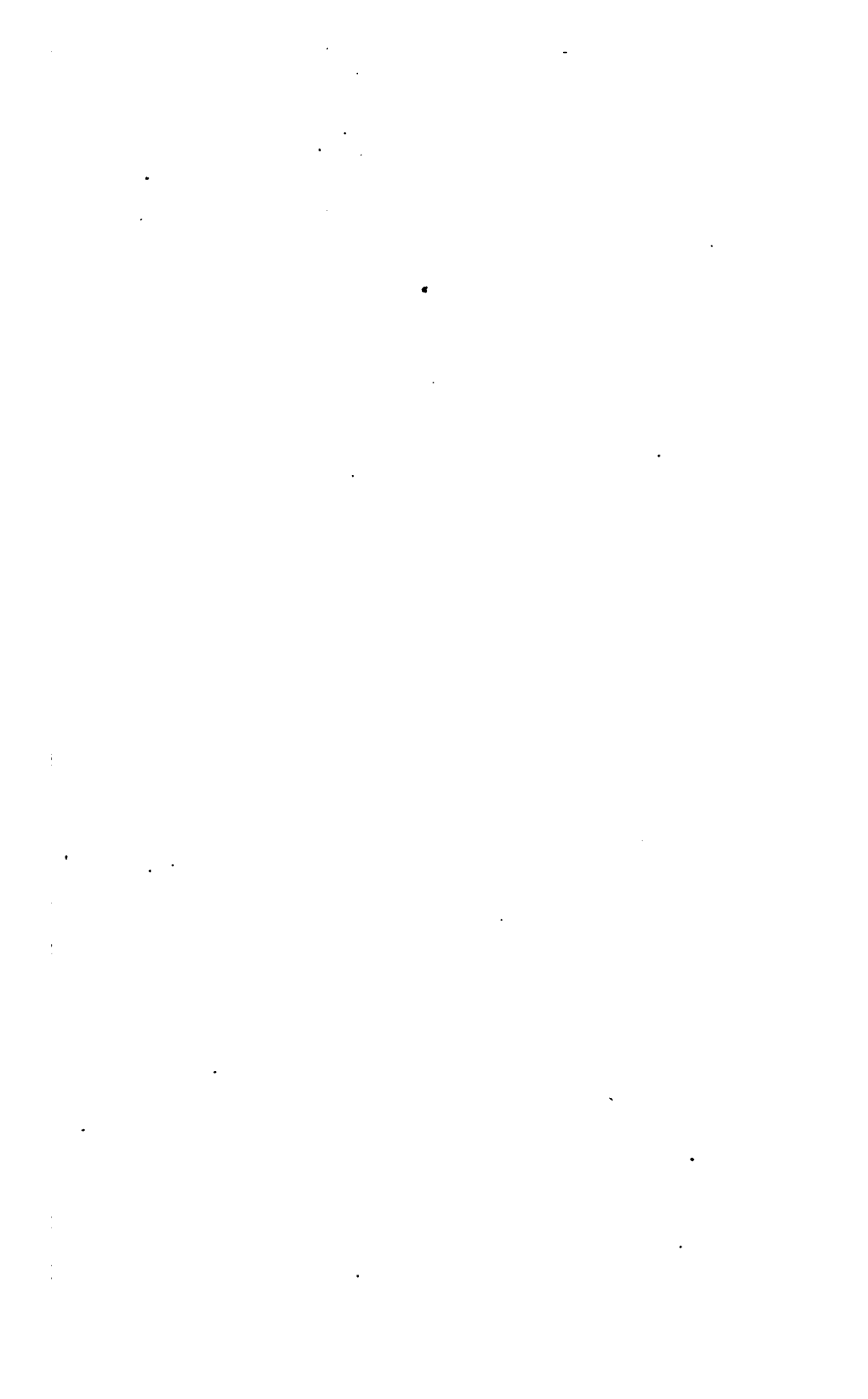
TO CORRESPONDENTS.

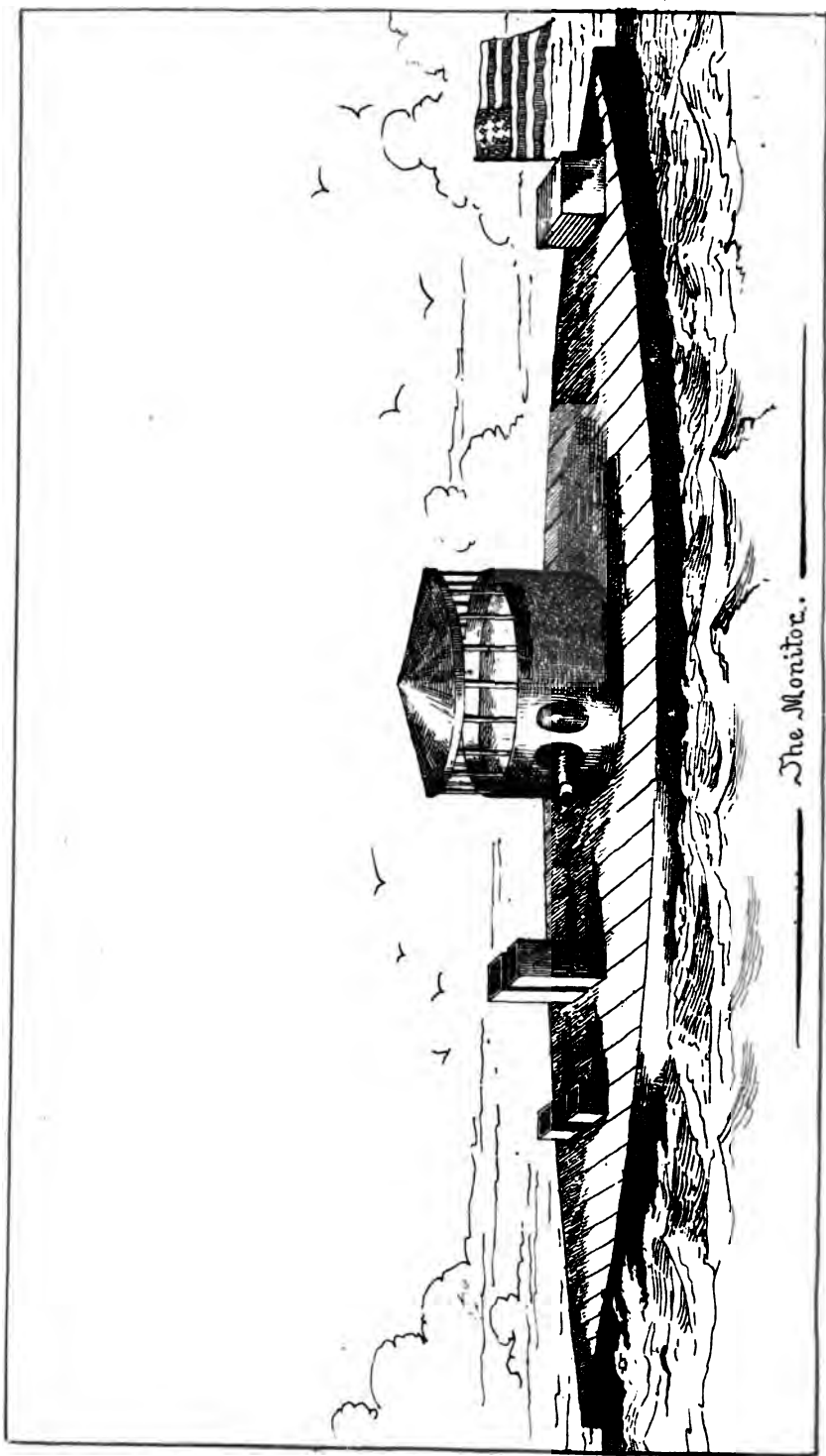
LIVERPOOL.—The rowing regatta account was sent by a native.

YARMOUTH REGATTA.—We find our worthy contemporary coincides with our remarks, and as it will only lead to a paper war, without benefitting the cause, it will be better to let the matter drop, and look out for better things next season. Nevertheless we thank a "Committee Man" for the defence of himself and brethren, as we wish fair play to all.

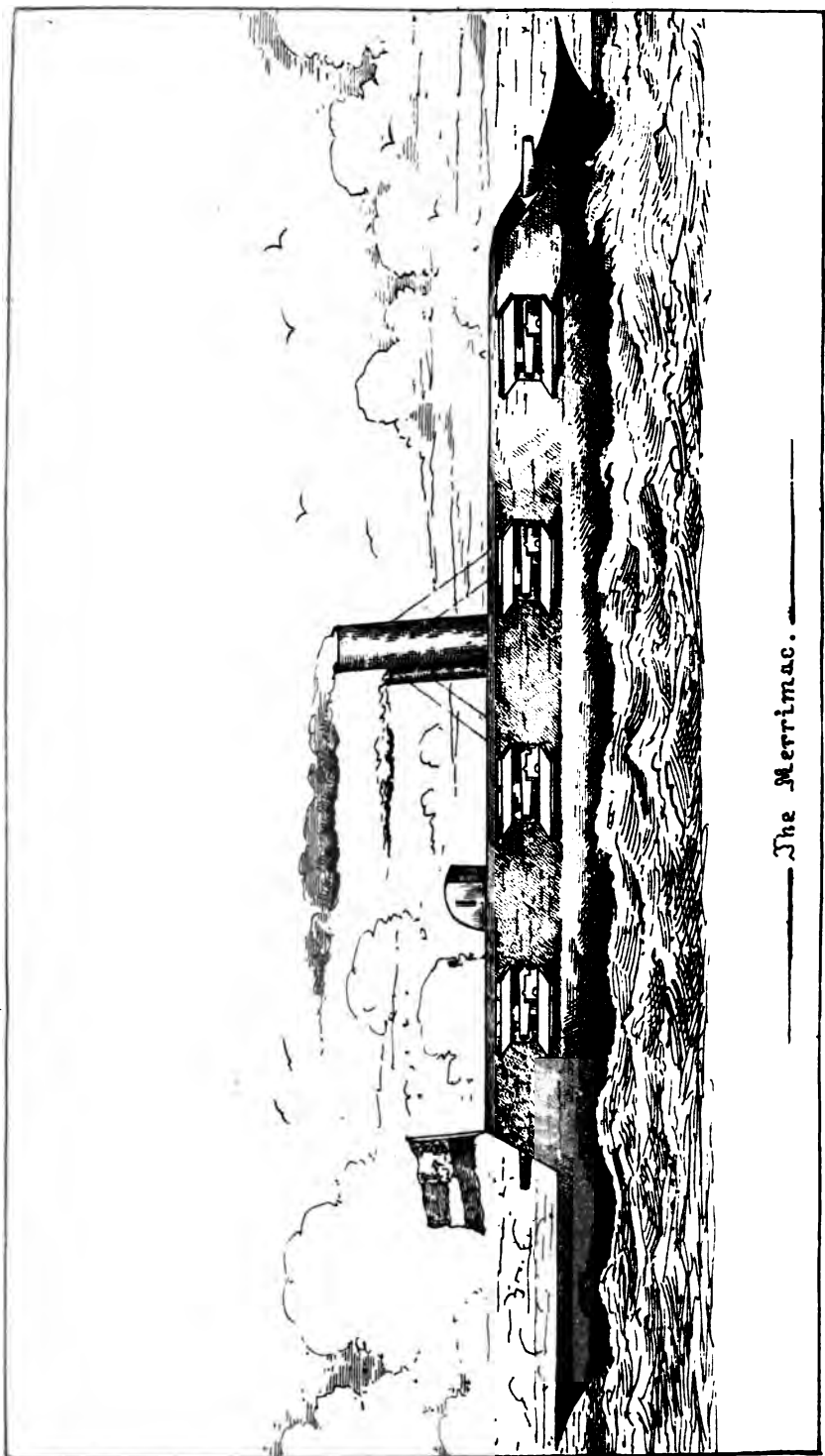
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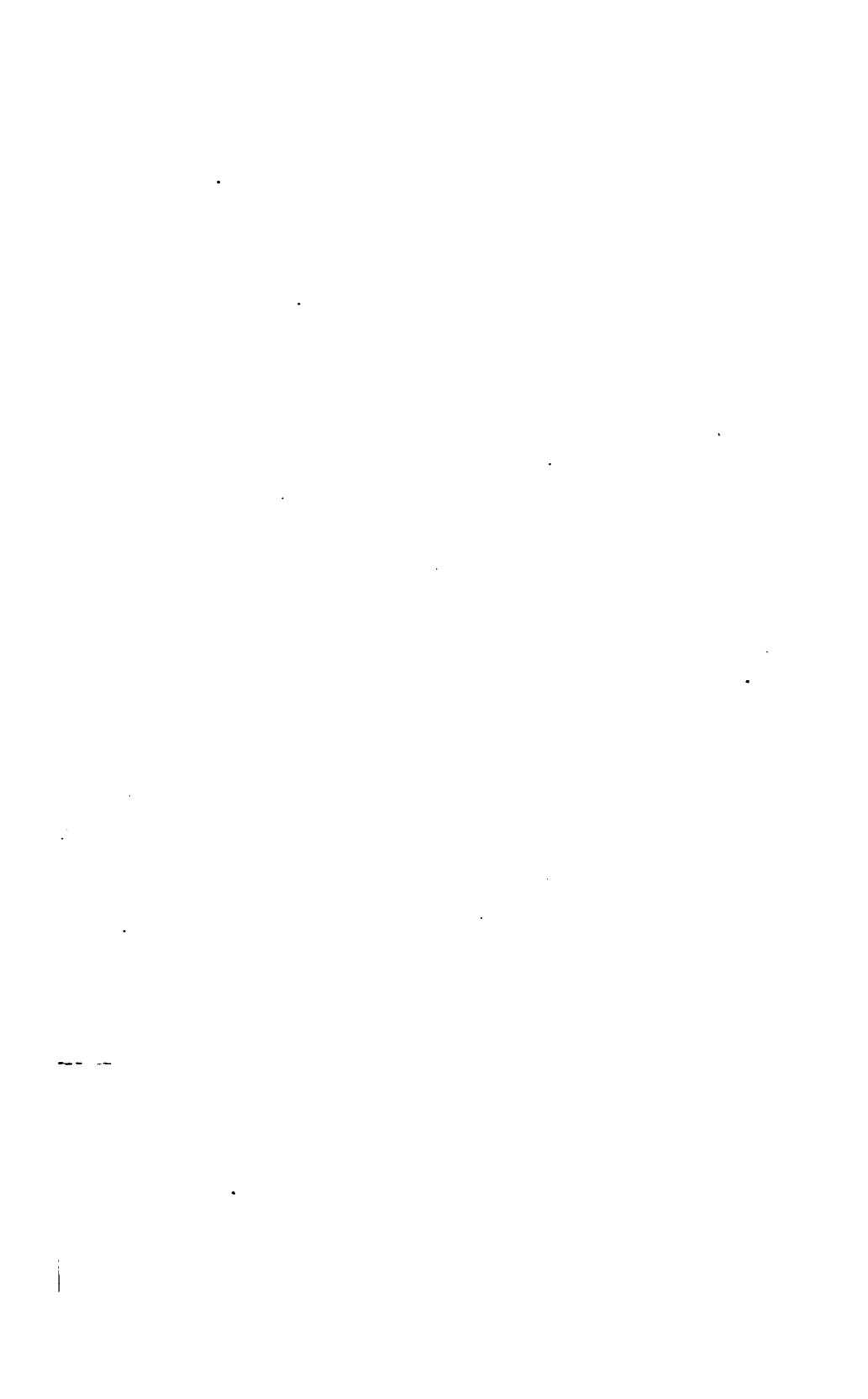




The Monitor.



— The Merrimac. —



HUNT'S YACHTING MAGAZINE.

MAY, 1862.

YACHTS AND YACHTING.*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XXVI.

As I have on many occasions when writing of various details about the deck of a yacht, mentioned that all fittings upon the deck should be kept as low as possible, I will here take the opportunity of specifying some general particulars about deck fittings that may be found useful. Commencing at the stem we will proceed aft, taking in detail such matters, as experience of their defects or ill-adaption to the duties required of them, have from time to time come under my notice, or been pointed out to me by yachtsmen friends. Firstly, then we will take the gammon iron or band for the bowsprit bolted to the stem; this iron should be made so that the bowsprit may fit in it quite loosely; the spar should play from the bitts in the bowsprit guys, and not from the gammon iron; the bowsprit should pass in and out through it quite freely, so that when it may become necessary to reef it, the bowsprit can be hove out easily to withdraw the fid, and then that a very slight pull on the bowsprit guys brings the spar in to the extent of the reef; (that is if it is not fitted with a reefing rack and pinion, which will be found extremely useful, and which every cutter yacht's bowsprit should be fitted with.) The stem should be bearded off on the fore-side of the

* Continued from page 150.

gammon iron, so as to obviate the chance of the jib traveller getting jammed between it and the iron, when the jib is let fly in-board suddenly.

The score cut in the front of the stem to receive the forestay should be rounded at its junction with the hole bored through the stem for the stay to reeve through, just like the sheave of a block; so that no shoulder or angle may exist, as if there does, the stay, whether of hemp or iron, will be nipped thereupon, and when a heavy strain comes upon it it will be so weakened and strained upon this shoulder, that the chances are in favour of its parting at this spot; an occurrence which I have seen take place upon more than one occasion, thereby risking the loss of the mast and the limbs and lives of those on board. The stay too should be well and closely served, and if it is leathered over all, in the wake of this score, so much the better; it will be found useful when the stay has been hove down to its proper tautness, which will be discovered from the performance of a vessel, to mark its length, on the inside of the stem, with a round seizing corresponding with some mark on the deck, so that when it may be eased up for any purpose, or that the vessel is fitting out after a winter's lying up, the stay may be hove down to exactly the same length and tautness as before, of course allowance being made for its stretching.

It will be found to facilitate the working of the chain cables considerably, if two iron rollers are fitted in good solid iron bolt bearings, just abaft of the hawse pipes on deck, so that the chains instead of working on the lower part of the hawse pipes, may work upon these metal rollers; when they work upon the hawse pipes alone, a nip and corresponding strain, is put upon the chain, and oftentimes proves a great obstacle to the heaving the anchor loose from the ground; whereas with the rollers the cables will work easily and smoothly, and the anchor come to the bows with much less manual exertion at the windlass.

With respect to this latter part of a yacht's fitting on deck, viz: the windlass, I think a very erroneous principle has existed as to its proper position; in most of the yachts built heretofore the windlass is placed right forward in their bows; so that the bitts to receive the end of the bowsprit form part and parcel of, or are sometimes placed chock against it: now a yacht's windlass is of considerable weight, and if we are particular in taking care that no

weights are placed forward below, how much more is it necessary to extend this precaution and foresight to the deck, where in addition to the weight being so far forward, in fact in a vessel's eyes, the injurious top hamper weight in a place where a vessel is the least supported by the water, tends not only to pin her head down when a heavy sea breaks upon her fore-castle, but must strain her considerably in addition to the weight of the bowsprit, and that of the mast and sails depending on the fore stay rove through her stem. For these reasons a windlass should always be placed as near to the mast as possible, thus its weight will be brought more into the body of the vessel, and when she careens to the breeze there will be greater bearings below to support it; this position will not in the least interfere with its power or effectiveness in working, and any objection to the extra length of chain lying along the deck, leading to the hawse pipes, when a vessel is at anchor, cannot weigh in comparison to the immense benefit to be derived from its being placed in this position; and now when all chain cables are galvanized, there cannot be any danger of the rust from chains discolouring the purity of the decks.

The bitts to receive the heel of the bowsprit will then be the only weight very far forward, and of such a trivial nature as to be of little consequence. As a really good, well put together, easily working, and powerful windlass, is of the utmost importance on board a yacht; the greatest care and attention should be paid to the construction of its component parts, and the putting together of them; so that any great strain put upon the machine when heaving a vessel up to her anchor, or breaking its hold in the ground, may be evenly distributed of the entire, and not concentrated in one spot through the misfitting or careless gearing of the parts: a proper windlass should work as kindly and easily to the hand, as the main-spring of a watch to the power of the key; but if any jerking or uneven motion is perceptible, it is a certain token of a faultily built and bad windlass. There are many patent windlasses now constructed on very excellent plans, but those that are simplest in form and have the least complication of wheels or motive gear, are generally found to be the best.

Windlasses should always be fitted with Gryll's patent whelps on the barrels, which valuable invention always keeps the chain cable in an even position on the barrel when being hove in, and prevents

fleeing and surging; so that one continuous heave may be kept up by the crew until the anchor is at the bows: these patent whelps are now in general use for both capstans and windlasses: the proprietor of the patent for them is Mr. R. T. Smith, of 24, Billiter Street, London, but I am informed it has now expired. Of patent windlasses I have seen some very fine and effective ones made by Wood, Brothers, of Liverpool; and their O D windlass—purchase with patent barrel spindle, is one well adapted both in strength and lightness for a yacht. There is also an invention of Gryll's, viz: a patent cable stopper that might be found of very great use in a large yacht. By placing a windlass close to the mast it also affords ample room for the crew to work it; and if there should not be a winch fitted to the spider hoop of the mast, when occasion arises for a powerful pull on the halyards, or tack tackle, gaff-topsail tack, or reef-tackle, the windlass may with advantage be made to perform the duty.

The fore-scuttle, or hatchway for the crew on the fore-castle, should be made low, strong and perfectly water-tight; this latter precaution in its construction is eminently necessary, so that in heavy weather when it is closed it may be completely battened down; the lid should slide in brass grooves, or be well hinged, and have weather flaps on the sides: a lid that merely drops on is a bad plan, it may be washed overboard and lost, and there are not always means convenient to keep a breaking sea out. I have seen vessels, both racing and cruising, suffer great inconvenience, and take a quantity of water down through the fore-castle hatch, in consequence of a faultily constructed cover that let in the water, or from having a loose one washed away; under such circumstances the fore-castle is rendered wet and most uncomfortable for the crew, their clothes drenched, provisions injured, and hammocks in a mess, and as Jack likes to be drily and comfortably berthed after his fashion, quite as well as his master, a little precaution under this head may save grumbling and inconvenience, and preserve cheerfulness before the mast; a matter of no mean consideration to those who wish to be at ease aft. It is a good plan to have a narrowly framed loose wooden grating, pretty strong, so as to bear a man's standing upon it, to fit over the hatchway, so that in fine weather, air may be admitted freely below to the watch that are in their hammocks; this is very necessary at night time, as the fore-castle is often close, and the atmosphere oppressive; and if a

small scuttle be cut in the deck well forward, so as to give circulation, and thus drive out foul air, it will be found of great benefit. Lying in harbour this grating will be found additionally useful in keeping out rats, pests that are very fond of boarding yachts when opportunity offers, and as equally difficult to get rid of. In rainy weather a little oil skin awning in the shape of the letter A, triced to the fore stay, and seized to eyes in the sides of the hatch coaming, will prevent the wet going through the grating, and at the same time not prevent a man coming on deck.

For the same reasons of preventing rats or water getting below, the chain cable pipes on deck should be fitted with slip stoppers to slide in a groove down on the chain links, and thus close them effectively; otherwise canvas caps or collars must be seized over the pipes, which substitutes neither answer well nor prove as serviceable.

The bitts by the mast for leading and belaying the peak and main halyards to, should be stout, strongly fitted and kept low, and the kevel heads of sufficient length to take the turns of the ropes when belayed; if the heads be cut too short a stiff or new rope may fly off, and the sail come down by the run: the sheaves for leading the halyards under, at the feet of the bitts should be stout and of the full size to take the rope without jamming it in the score, and they should play freely on their pins.

Neat mahogany or oak railed cradles will be found very convenient for coiling the falls of both peak and main halyards into; these prevent the falls when coiled down getting adrift about the decks, particularly during a dark night and dirty weather, when it is especially necessary that important ropes may be kept all clear and ready for running in any sudden emergency, they may be lashed to small eye bolts in the deck, just abaft the mast on either side: if these cradles are made with hinges to the sides and ends, they can be folded up and stowed away below when not required.

It is of great necessity that there should be an opening in the deck, just above the cooking galley: in schooners that have a fore-cabin this can be accomplished by running the fore-skylight further forward, and making it light the steward's pantry, and ventilate the galley at the same time; but in cutters this would disfigure the deck with too long a skylight; so that there must be a small hatch cut, or what is neater still, an extra large screw dead light inserted in the deck, nothing can be more offensive than the stale

odour of cooking, but with this skylight or hatch over the galley it is got rid of at once, and the 'tween decks kept free from unpleasant heat and foul atmosphere.

The pin racks bolted to the stanchions abreast of the mast, should be of sufficient width to allow ropes to be freely belayed, sometimes they are put in so narrow that the heads of the belaying pins are jammed against the bulwark rail, or so close to it that it is with difficulty a rope can be either belayed or cast off from them.

A neat shroud cleat should be seized upon the after-shroud on each side, for the purpose of belaying the signal halyards upon : it is a general practice to belay these halyards upon the pin rack, or to the sheer pole on either side, but it is inconvenient in the extreme, for very often they get entangled with the other falls, or jammed into the running blocks of the purchases, thereby causing much confusion and delay ; more particularly when housing or sending aloft the top-mast. Shroud cleats seized about breast high on the after part of both port and starboard shrouds, obviate this inconvenience, and a man knows at once where to lay his hand upon the signal halyard falls, even in the dark. Often, too, when belayed upon the pin rack, other ropes are belayed over them, and then if the top-mast has to be housed or sent up suddenly, or the burgee dipped, or a signal made, it proves extremely awkward, and such details, trivial though they be, are subversive to that disciplined smartness that should ever characterise the handling of a yacht.

With respect to the skylights, as I have before said, they cannot be kept too low upon a yacht's deck ; nothing can be more unsightly than tall, unwieldy looking edifices of wood and glass, or more detractive from the neat and flush appearance that a deck should present : the skylights with upright sides, and A tops so commonly seen in yachts, are about the very worst and most ugly form that can be adopted. The elliptical roofed skylights springing clear from the deck on either side, and kept very low, with upright ends, are the neatest and strongest that can be made. These skylights should be made with the glass flaps strongly hinged, with moveable rivet hinges, upon a very strong ridge piece, and doubly countersunk in it and at the ends, so as to admit of mahogany or oak diamond grating flaps being fitted over them, similarly hinged, and folding down flush with the ends, which should stand up level with them. By the moveable rivet hinges these grating flaps can be removed and

stowed away when required, if lying in harbour; and when racing the plate glass flaps can be removed, and replaced by wooden ones fitted with dead lights. Water channels should be countersunk in the ridge piece and at the ends, beneath the joints of these flaps, so as to carry off any leakage; solid pieces in the shape of an O G moulding screwed internally to the upright ends, will form good beds for the flaps to rest upon, afford ample room for water channels, and obviate the necessity of having the end pieces so heavy and thick as to allow the water channels to be countersunk in them. The advantage of having the glass and grating flaps flush with the ends is, that no line or rope can catch under them, and lifting them suddenly, perhaps wrench them off their hinges, or smash the glass by letting the flap fall again; added to which it has a much neater appearance. By having them fitted with moveable rivets to the hinges, they can be taken off on a racing day, and then when the frame is taken off for the purpose of sending anchors, legs, sail covers, man rope stanchions, accommodation ladders, boats' davits, &c., and the thousand and one other items that are struck down into the main cabin, there will be no danger of the glass being broken, or the handsome gratings torn or destroyed: the working wooden flaps will not take injury in sending down or getting up sails, and will form a solid deck under the men's feet that are working the ship, and at the same time admit light below. As a general rule, the smaller all openings for skylights can be made, consistent with admitting a good light the better; the larger and handsomer the deck will appear, and likewise possess more strength than when too much cut up.

Strong and thick oilskin covers should be fitted to each skylight for use at night time, so that no glare of light from the cabins may dazzle the eyes of the watch on deck, or confound the helmsman and distract his attention from the binnacle.

The shape of the companion, too, has a considerable effect upon the appearance on deck; very many are made perfectly square, and high enough to form a seat; but these look extremely clumsy and heavy; the neatest shape is that of the elongated quadrant, kept nearly as low, if not quite, as the skylights: the half of this elongated quadrant slides back on countersunk brass grooves, so that it is perfectly water-tight, and a slide panel in the front of the companion, fitted also in brass grooves, effectually closes it at night time. In warm weather a grated panel will be found a useful substitute

for the latter, so as to admit plenty of air below, and to prevent at the same time the advent of such unwelcome visitors as harbour rats. Glass panels in the sides of companions is an error, they may get broken, and then should heavy weather come on suddenly before they can be repaired, the first swash of a sea upon deck deluges the companion stairs and cabin.

There cannot be a greater source of discomfort and annoyance on board a yacht, than leaky skylights, or a leaky, badly put together companion; and there never existed a greater eyesore upon deck than coarse, heavy, unfinished looking work in this respect. Many a fine yacht have I seen rendered positively ugly and cheerless looking, by a grim arrangement of pigeon boxes and dog-kennels, that looked as if they had fallen during a passing shower, and were kicked into their positions to get rid of them out of the way. This department of a yacht's fittings should receive more general attention than it does, both in selecting elegance of form, and securing excellence of workmanship; strictly speaking, these fittings come within the province of a cabinet-maker, and I never saw any that approached my notion of completeness, both in design and finish, that did not come from the hands of a clever artisan in that branch of wood work. They must be made of the very cleanest and most seasoned timber, otherwise they will warp and become loose, and any extra expense that may be incurred in getting them properly constructed and fitted, will well repay the yachtsman from their superior appearance, and the comfort that will be derived from their perfect adaptation to the purposes required.

The sail room hatch is oftentimes constructed so that the top presents the appearance of part of the deck; this is effected by selecting clean pieces of pine corresponding in colour with the deck plank, and grooving them to match the deck seaming, paying these grooves with a similar mixture as the seams; this preserves a large and flush appearance of the quarter-deck abaft the ladies' saloon skylight, and gets rid of that cut up look that a mahogany or oak top very often suggests.

A very excellent plan for converting the sail-room into a temporary cock-pit for the helmsman, was brought under my notice by a yachtsman friend recently, and I give it here for the benefit of such of my readers as it may concern: when the top of the hatch is taken off, a stout wooden tray that slides in strong wooden grooves

underneath the deck, is drawn forward, so that the steersman can stand down in it up to his waist, and thus have an opportunity of seeing under the sails; this plan may be found very useful in small vessels, and gives the helmsman a good secure berth when the tiller is low; and even in large vessels it would be of much avail when harbour or river sailing, or in a crowded anchorage, when the man at the tiller found it desirable to command a clear view all round him. When this tray or jury cock-pit is shoved back, there being only three sides and the bottom to it, it forms a convenient shelf for stowing away articles in the sail-room that are necessary of immediate access.

The next portion of the deck-fittings that demand observation are the dead lights: the old-fashioned square plain glass dead lights, puttied in flush with the deck, have, I may say, entirely given way to the circular brass framed screw dead lights. The great advantage of the latter are that by them complete ventilation is secured below during the fine weather, for upon unscrewing the glass light from the deck there is a neat open work brass frame that screws into its place, thus allowing the free ingress of fresh air, and at the same time precluding the possibility of accident by a man's foot slipping through the orifice; these lights are also fitted with japanned drip pans, having plate-glass bottoms, that hook on to small brass eye-bolts screwed in the under part of the deck, so as to catch any wet that may penetrate along the threads of the screw-frame during wet weather, and at the same time to permit the free admission of light. There are also a larger and stronger description of side lights, which are hinged, and close with a powerful screw on a cork flange which prevents any water getting through: these are used for putting in the sides of a vessel, and are countersunk so as to prevent their being broken by a boat coming alongside, or when lying alongside another vessel or a quay. Of these lights, Mr. Pascall Atkey, of West Cowes, the well-known yachts' chandler, has the most varied and best assortment; and in fact in every department that embraces brass or iron fittings of complete design and finish, his establishment is well worthy of a visit.

A RUN FROM QUEENSTOWN TO THE MERSEY.

ON Monday, the 1st of July, I embarked on board as nice a little cutter as ever left Wanhill's stocks, or received five minutes from a flying 50. At 4h. 11m. a.m., we let go the moorings abreast of Queenstown, upon as lovely an evening as man could wish for, with the afternoon sun shining bright and strong, we had a nice working breeze from the W., and under all plain lower canvas, topmast housed, with a willing active crew, and a fleet little clipper under us, we rattled down the Man of War Roads, bound away across the sea for the shores of merry England. We took a last look at the white house on the top of the hill, where many a laughter-moving tale of ocean doings had circulated around the festive board, and beneath its verandah could distinguish the stalwart form of *our* captain waving us a quick passage and a last adieu. Plenty be beneath his roof tree and happiness around his hearth, his spirit was with us upon the waters, and we knew it. The first incident that occurred to arouse us from thinking of those we had left behind was the appearance of a boat rowing upon our starboard beam. She was painted an emerald green, and four brawny, sun-stained mariner's clad in picturesque costume, urged her slowly and cautiously along; a fifth stood erect in her bows, his left foot upon the gunwale, the right well back on the foremast thwart; a fine athletic, young Spaniard was he, with features embrowned almost to the hue of a Nubian; he was clad in a flannel vest and loose brown trowsers, supported round his waist by a scarlet sash, and a white sombrero contrasted well with the curling brown hair that flowed in profusion from beneath it; his right arm, bared to the elbow, and the left, thrown across his broad, heaving chest, poised a fish spear aloft ready for the fatal throw, whilst his coal black eyes, flashing like diamonds in the sunlight, sought warily for the mullet that wantoned in frolicsome play before the bows of the boat. It would have been a study worthy of Murillo, that Spanish harpooner; he looked the model of a buccaneer of the Spanish main. With a pleasant smile he wished us a "*viento bueno*," although, I suspect, he was not too well pleased at our scattering so unceremoniously his finny prey. However, as if responsive to his wish, a fair, fresh puff of wind struck us, and we speedily left the dusky *Marinero* like a speck upon the water.

As we approached the Narrows the wind headed us off, and we had to make a tack to the western shore, when we fell in with one of those fat, vulgar-looking, little busy-bodies—those abortions of the sea, called gunboats. The man that designed such craft must surely have been a

victim to plethora. She was waddling, and puffing, and screwing about just like an ill-grown porpoise, and as our elegantly proportioned little craft glided past her we regarded her crew much in the light that one mounted on a spirited thorough bred, prancing down Rotten-row, would look upon a comfortable, wheezy old gentleman stumping along upon a Suffolk Punch. I pity the man who goes to sea and finds everything barren and monotonous, with the ocean full of life all around him ; the sky full of signs, that can be read like a book above him ; a merrily-bounding ship, moving along like a living, breathing thing beneath him ; a hardy band of mariners fit to fight or sail for a life at his beck, he must be a sad soul indeed that can travel the trackless path of the deep and never find the spirit moved within him. Out upon such mariners ! say I ; they are none of us ! Above all, it is pleasant to sail with a man who handles his own ship—who, with his hand upon the tiller and his eye upon the sails, can commune with the little winsome lassie, and make her almost speak to him again ; and certainly my good friend whom I sailed with upon this occasion is one after the fashion the sea likes ; and whether at the tiller of the bonny Water Sprite, or the tail of the foxhounds, well able to render an account of himself. I wish we had a few of these grumblers about monotony on board that cruise ; there were only two of us to be sure—but never had old Father Time a heavier job in his life than to effect a lodgment on our hands.

At 4h. 55m., we cleared Roche's Point Light, and easing away the sheets, laid our course E. and by S., and the little ship sped away like a blithe sea bird, dead before the wind. Just as we were settled down our cheerful little steward popped his head out of the companion ; he said not a word, but the smile that mantled over his good humoured face spoke volumes ; comfort and good cheer, plenty without extravagance, neatness, order, and quiet elegance reigned in that pretty little saloon and throughout the cabins, quite realizing the idea of a happy floating home ; the eye of an exact master, and the hand of a thrifty servitor, were evident on every side, and yet with that beauty of order—a total absence of design or restraint. I have seen many little cruisers perfect in arrangement and routine, but never one that social enjoyment and the quiet repose of a home more fully appeared to be understood on board of. When we again came on deck the horizon was clouded up, and looking murky all round ; a drizzling rain began to fall, but lighting our calumets of peace we hailed the rising wind as a welcome ally, donned our oilskins, and pitied the poor fellows that were under the tiles. At six p.m., we were up with Ballycotton Light, and with a freshening breeze the good little barkie began to move along at famous

speed ; at 8h. 30m., we had Dungarvan on our port beam ; and at 11h. 5m., the Hook Tower Light bore N.E. by E., distant 12 miles ; and Mine Head N.W. by W., distant $18\frac{1}{2}$ miles ; this gave us 49 miles in 6 hours 54 minutes at a speed of seven knots an hour, leaving us distant from the Coningbeg Lightship $17\frac{1}{2}$ miles. At this moment, however, another description of light fixed our attention ; the flakey dark scud over head was rent asunder for a space, and there, in the midst of a tiny patch of blue, soared the comet in all its brilliant beauty ; the erratic luminary accorded us a brief inspection of body and tail, it appeared at an altitude of about 48 degrees, and bore from us N.N.E., or just over the city of Waterford. But our observations were quickly put an end to, the coy damsel shut herself up in her cloud mantle, and we saw her no' more.

A little after midnight we sighted the Coningbeg Lightship, and began to experience the ebb tide ; and it was not until 2h. 20m. a.m. on Tuesday morning that we passed the ship ; at 5h. 30m., we rounded the lonely Tuskar, and getting a slashing wind from the N.W., set our gaff topsail, and laid our course E.N.E. At 11h. 20m., we sighted Bardsey Island, and at noon Holyhead, right in a line with our bowsprit end ; it was now a glorious bright day, with a clear atmosphere, and unfortunately but little wind, but as we ran across Carnarvon Bay, and the sun got weaker, a nice breeze from N.W., again bore us rapidly along. At 1h. 22m. p.m., the ship Ethel of Liverpool, passed us to windward, outward bound, and whoever her captain was he ought to learn manners, for although we gave him our ensign, according to the etiquette of respectable gentlemen of the sea, he never acknowledged the courtesy ; so we drank his health in a goblet of undeniable *steinberg*, wished him a prosperous voyage, a *leetle* more paint, a trifle of cleanliness, and the whole to be diluted with a modicum of politeness.

“There's nothing in the world like etiquette,
In kingly chambers, or imperial halls ;
As also at the race, and county balls.”

At 2h. 20m., we got that regular rally of wind in squalls and uncertain puffs that is always surely to be experienced off prominent headlands, whether it be in the vicinity of the dreaded Horn or the rugged promotory of Holyhead ; so we eased the little ship by taking in the gaff topsail, and by humouring the furious ebullitions of our capricious ally we screwed the wee barkie up through the tumbling sea of the race in brave style ; and at 6h. 10m., amidst a turmoil of whirling tides and boiling foam, we raced past the tail of the Skerries, put our helm up, and quickly found ourselves in smooth water, bowling

away before a fresh breeze, heading east, and bound for the nor'-west lightship in Liverpool Bay.

At 6h. 40m., we passed the Coal Rock Buoy, and my excellent friend suggested that, as the night was beginning to look threatening all round, and that having two hard days' racing before us, a good night's rest might be of the greatest possible benefit to us, he contemplated indulging himself with the luxury of a pilot, and an early acquaintance with his hammock. Quite concurring in this excellent idea, our glasses were soon busy seeking the tired mariner's friend that we knew was to be found under Point Lynas. Shortly afterwards we made her out, turning up wind to meet us, and eight o'clock p.m., we took on board, from No. 4 pilot boat, as fine a specimen of a British pilot as ever sought fourteen inches of daylight under a ship's keel. It is a positive treat to fall in and converse with a Liverpool pilot, a fine, intelligent, conversable, well informed race of seamen are they, the pillars of the great port of Liverpool. Our pilot was as fair a specimen as one could wish to meet; so that, instead of an early turn in, we found ourselves deep in the mysteries of the Liverpool pilot boats, of the difference between the old-fashioned full bowed sloops and the Anglo-American sharp bowed schooners; how Ratsey's and Harvey's new vessels were behaving, and what ship was likely to win the prize for the Pilot Commodore.

Of course the best regalias were produced for worthy Mr. James —, he had another name but I know he is modest, and I respect modesty even in a pilot, so I won't mention it. Selecting one he lit it, and with two puffs it seemed to grow wonderfully shorter, another puff or two and it seemed magically to vanish into a white ash. "Very fair," exclaimed friend James, "but perhaps gentlemen you'll be kind enough to try one of mine?" Suiting the action to the word, he produced from the breast pocket of his fear-nought a handful of cigars fit for—fit for—what? an emperor shall we say—aye and something more—fit for a ship manned by a whole crew of emperors. We had both of us seen *some* cigars in our time, but these were what a man may see only once, and taste perhaps never. Our pilot had his *specialité*—it was tobacco. Modestly selecting one each, my friend immediately proceeded to ignite his, I dare not; I could not profane such a curiosity with the touch of fire. I purposed rendering that cigar a terror to evil doers in tobacco, such a *Lusus nicotiana tabacum* could not fail in such a mission, it would prove a standard test—a model before which professors of *my own importation* would pale and become silent. I intended hanging that pure silken textured roll in the cabin of the Water Sprite, decorated with the amber coloured ribbon of its native clime, and labelling it "the standard

as smoked by Liverpool pilots," so I went and stowed it in a prominent place in the saloon, big with the intent of immortalising it on the morrow—of which anon.

Returning upon deck, I found that the prognostications in the evening sky were being fulfilled; there was a moaning mournful sound in the distance too significant to be slightly regarded, an angry sea was coursing wildly aloft—the *avant courier* to the approaching gale, the sea was piling all around with the wave tops breaking into angry surges; so we rounded-to, set the storm jib, housed the topmast, close reefed the mainsail and foresail, lashed everything on deck, and prepared for the nor'-wester, that worthy pilot James warned us was coming. On came the tumbling raging sea in wildly-seething masses; the wind roared and howled as if a legion of demons were let loose around us; on bounded our dauntless little bark, a black speck in the boiling snow-white waste; away kept our timoneer E. by S. $\frac{1}{2}$ S., then up E. by S., and finally East until midnight, when it could blow no harder, and then pilot James signified his intention of breaking the heart of the gale, and obtaining a few feet of water, and daylight, by heaving-to our wee barkie off the Nor'-west Light; round flew the little ship, like a fairy sprite; one, two, three little nips of the spray did she sniff over her bowsprit, and then rode to the giant seas like a gull taking its mid-day rest. At two a.m., on Wednesday morning we were away again. At 3h. 15m., we passed the Old Bell Beacon in the Rock Channel where we were glad to see such an old friend promoted to pass in comparative peace its latter days, and make room for a younger and more powerful successor in the Pillar Buoy, that now occupies its place at the entrance of the Victoria Channel. Once more we were in the Mersey, at 4h. 50m. a.m., on Wednesday we let go our mud-hook abreast of Rockferry, in the midst of a fleet of clippers, that betokened a revival of the ancient glories of the Royal Mersey Yacht Club.

Shortly afterwards Pilot James took a regretful leave of us, for, with all our faults, I think he liked us. How I envied him as he crossed the gangway with that splendid cigar in his mouth. "Surely," thought I, "he must have been ballasted with them!" So, to console myself for self-denial, I went below to take a look at the superb specimen I had hung in the saloon. Did my eyes deceive me? It was—Hark, ye Pilot James! I won't finish that last sentence; even at this distance of time it is too much for my feelings. I appreciated your stories, I laughed at your jokes, I admired your professional skill—your *physique*, your *aplomb*, your dash and pluck; but may I be black cook to a Dutch skipper if ever I'll forgive you that cigar!

VAN.

YACHTING IN THE MEDITERRANEAN.

CANNES YACHT CLUB.—During a winter's residence on the shores of the Maritime Alps, I passed some weeks at Cannes. On my arrival a yachtman's heart was gladdened by the sight of yachts riding in the harbour; I soon found that they belonged to the Cannes Yacht Club, a southern branch of our yachting associations, which I believe is entirely unknown to our brethren at home. It owes its formation in 1839, to an English gentleman, the Chevalier J. C. H. de Colquhoun, late Captain of the Trinity Hall College Club, Cambridge, and one of the Westminster and Leander eight, a resident in this favoured district whose acquaintance I was so fortunate as to make. He was kind enough to take me across the bay in his beautiful gig, built by Wrenshaw, which is kept and turned out in a style that would be admired in the London waters, in which he rows to Nice, (22 miles) and to the many lovely spots in the neighbourhood.

The club already numbers some 40 members, of whom our distinguished lawyer, philosopher, and statesman, Lord Brougham is one. The Duc de Vallambrosa has lately been elected a member. There are 10 yachts on its list ranging from 8 to 45 tons. Their flag is a red ground with the arms of the town (azure, a palm branch *or*, between two fleur-de-lis *or*).

Cannes is situated in the gulf of Napoule a beautiful bay about six miles wide and three deep. The Lerins islands, St. Marguerite (the centre of which was the prison of the Iron Mask), and St. Honorat, protect it to the south-east, and the grand and beautiful estrelle mountains a magnificent porphyry chain, rising 4,000 feet above the sea level* entirely defend it from the mistrel or north-west wind, the most dreaded in this district. The south-wind, la bêche, (the siroccos of Naples,) is the only one which affects this sunny little bay, and that is of very rare occurrence. The harbour is formed by a well built stone pier, with a lighthouse on its southern extremity, is very easy of access, and has 27 feet of water inside the pier. The anchorage is good, safe, and sheltered. There are appointed pilots who would come off to vessels requiring their assistance on showing the usual signals. As a yachting station this locality seems hitherto entirely unknown, though its convenient position, fine climate, agreeable English society, good shops, and charming and diversified country, must, when known, make it a favorite resort for yachtmen cruising in the Mediterranean.

The town and beautiful surrounding villas, stand at the foot of pine hills, whose slopes are clothed with olive and orange groves, and from

* In these Mountains are seen the porphyry quarries of the Romans.

whose summits magnificent views of the Maritime Alps, and the more distant range of snow-clad mountains crowned by the Col di Tenda, contrast finely with the soft blue of the Mediterranean, and long line of coast, cape, and bay, extending to St. Remo, in the far distance. The almost tropical vegetation of Palms, Cactus, Aloes, and Tuberose, added to the rich odours of the large fields of Jassmine, Rose, Neapolitan Violet, Jonquil, Cassia, Geranium, and Heliotrope, cultivated for the celebrated perfumeries of Grasse, a considerable town a few miles distant, make the whole district from March to November, one vast garden of beauty and fragrance.

Lord Brougham is well known as the earliest English proprietor and benefactor of Cannes, and to a long residence during the winter months in its general climate, doubtless owes the continued health and vigour which enable him, tho' past eighty, to sustain the labour and fatigues of the British legislature.

The club here has been the means of establishing a similar society at Marseilles, and annual regattas are held there and at St. Tropez and Monaco. There are excellent harbours and roadsteads on this line of coast.—Villafranca is a safe and noble refuge for vessels of any tonnage in all weathers, the gulf of Juan a good anchorage at all times, and the frequent resort of the French fleet, Nice, Antibes and St. Tropez, all excellent harbours with plenty of water; but in some winds not so easy of access; Monaco a good shelter for small ships, Hyires a fine roadstead within the Islands, Toulon, a noble harbour, but more distant.

The railway now in progress will be open from Cannes to Toulon, in November, when it will be within 24 hours of Paris and 36 from London, thus giving a quick and easy access to a place, whose mountainous road, traversing the Estrelles, has hitherto been its greatest drawback. There are numerous land and sea excursions to be made in all directions, those in the immediate neighbourhood being equally beautiful with those at 80 miles distance. The regatta is generally held at Cannes on Easter Monday, or the first Monday in May; this year it will take place on the 4th, and those of Monaco, St. Tropez, and Marseilles, are fixed for the 11th, 18th, and 25th May. These are now considered as almost national *Fete* days. The Cannes Club has just sustained a loss in the death of its late Commodore, M. Leopold Bucquet, who planned many yachts which were constructed under his eye and direction, and proved in every way successful.

J. L., R.V.Y.C.

CHIPS FROM AN OLD LOG.*

For two days more we remained at St. Agnes in a continuous fall of rain, drizzling slowly and thickly, and looking as if it meant to continue for a month. It spoiled every kind of expedition which we had planned, and we were reluctantly obliged to remain on board and in the cabin. We made a few desperate attempts to disregard the weather entirely, and went ashore to see the country, which was reported to be rich in beautiful scenery, but as our view was always bounded by a thick haze which hid everything beyond a radius of forty paces, we gave up the notion in despair, and took refuge on the cabin sofas of the *Diana*. Once we bravely put on our waterproofs and got into the boat for a row, but this would not do either. A few strokes left us quite out of sight of everything except the water immediately surrounding us, and when we had pulled for some time in what we considered to be a straight line for the end of St. Agnes Head, and were expecting to make land, we found that, as Murphy said, "the more we rowed, the more we saw no land." Returning by guesswork, to the *Diana*, was another laborious search. Pieman was certain we were pulling straight for the cutter, but the rest of us held the opinion that we were going straight out to sea, and that the first object we should come to would be some part of the Irish coast. After some discussion we again changed our course, and the result was equally dispiriting, as we looked in vain into the mist for anything like the *Diana*. We knew that we were considerably out of our reckoning, for we did not even come across any of the fishing-boats. We thought pityingly of the early navigators before Gioja gave the mariner's compass to the world, and wondered what they did when they got into a fog. In the middle of our reflections we saw something black ahead of us which turned out to be the end of the pier, and as we knew now in what direction the *Diana* lay, we greeted the wooden piles affectionately and turned the boat's head in the right direction; we afterwards found that the tide had put us out considerably, and might have carried us along the coast, but for our good fortune. For two days and a half the same weather continued, but late in the evening of the third day it cleared up, and a lovely sunset gave fair promise for the morrow. We were not at all sorry for the timely change, as we were bound for the Irish coast, and had no preference for making the run in thick weather, besides, the Kingstown regatta, which was the attraction, was to take place in a few days. Accordingly

* Continued from page 154.

we got up our anchor next day, and bidding adieu to the port of St. Agnes and its inhabitants, we ran out of the bay with two legs of Welsh mutton hanging over the counter, and a light breeze in our canvas.

Lord Bacon tells us that he thinks it a strange thing that men should keep journals on sea voyages, where there is nothing to be seen but sea and sky. I am afraid that he knew very little about yachting, and that he understood the pleasure of cruising much less than the Interpretation of Nature. No doubt he preferred his plantations at Gorham-bury to being cooped up in one of the extraordinary tubs which did duty for ships in his days, but if he had lived two centuries and a half later, he would surely have found a place among his essays for one "On Yachting." I can fancy him beginning "Yachting is a better sort of travel, having none of the inconveniences of land journeys, as railways, steamboats, hotels, cabs, luggage, and the like, for these heavily counter-balance the pleasures of travel, and make it a perpetual hurry and trouble. But yachting giveth a man to see foreign countries without leaving his home, and sheweth him strange people and manners in a kind of panorama, where the spectator sits still and the scenes move before him. It tends much to beget a brave and hardy spirit among the wealthy and the nobles, who are at all times apt to fall into effeminacie, or follow brutal sports more fitting to prize-fighters and ticket-of-leave men. Its superiority in this way is twofold, for it partaketh neither of cruelty nor idleness, which are the two great corruptions among the youth of these days, and thus it is much to be preferred to steeple-chasing, pheasant-shooting, rat-catching, card-playing, dicing, and the like." We should have had some sound advice from the great Verulamian on the nature and conduct of regattas, but this branch of civilization was not developed in his day, and even in the last century Johnson considered a ship to be the same thing as a prison with the addition of the chance of being drowned. We are wiser in our generation on these matters, and it is no small pleasure to an old yachtsman like me to see the increasing favour which the noblest of our sports is finding with the gentlemen of every part of our kingdom.

I have been set going on this digression by finding in the notes which lie before me the entry of our departure from St. Agnes. "Sunday, June 27, left St. Agnes this evening, wind W.S.W. very light, sea calm. Murphy read aloud to me sitting on the counter. Pieman and Tipper playing chess below." Although it is so many years ago, I can remember that in the book Murphy read aloud, there occurred a quotation from Bacon's Essays and that it set us talking on the subject. Our social arrangements generally took the form of this Sunday even-

ing. Pieman and Tipper were both great proficient at chess, and a constant rivalry was kept up between them during our cruizes. Murphy was given to reading everything he could lay hands on, no matter how abstruse or dry it might be, and in consequence, had a fund of information on everything, besides he had a quick mother-wit like most of his countrymen, and perpetual good spirits, which nothing could damp. A better hearted fellow never trod a plank, and his only fault was that he himself was the only enemy he had. Idle and reckless, his spirits rose as his finances fell, and if he had only been gifted with perseverance, he might have risen to the highest place at the bar, as he possessed everything necessary to ensure success—talent, eloquence, and poverty—except the most necessary,—hard work. During the cruise of which I am now speaking, he and I read nearly all the novels of Miss Austin, now very little known I am afraid, but I well remember how we then enjoyed them.

We kept on during the night with a light breeze, and all sail set. Soon after breakfast next morning, we made out the Irish coast, and by mid-day we could distinguish some hills which Murphy told us were the Wicklow mountains. He had promised us that if the day happened to be fine we should have a treat in the way of scenery, for that Dublin Bay was exactly like the Bay of Naples. I have since discovered that this is a fallacy common to all Irishmen, at least to all Dublin people, but I have seen the Bay of Naples, and I am inclined to give it the preference. Nevertheless, Dublin Bay is very pretty, especially when you enter it on a fine day from the south-east, and if the sea were of a deep blue colour, and the sky always cloudless, and the hill of Howth, about four times its present height, and smoking at the summit, and if the Kingstown boatmen had bronzed faces, and long red caps hanging down over their shoulders, and trousers rolled nearly the whole way up their legs, then the resemblance would not be very remote. I used to think the Irish girls had the advantage over the Neapolitan, but as I visited Ireland when my perception of female beauty was much more acute and susceptible than when I visited Naples, I may have formed an erroneous decision, and I do not lay down my opinion as irrefragible.

About four o'clock we anchored in Kingstown Harbour. It is a fine harbour, and admirably fitted for a yachting station. There is water enough in every part of it at all tides, and we had not to lie alongside a pier as is some places where we have been, and where the only method of getting ashore is either by some extraordinary gymnastics, or by sitting on the end of the boom and getting topped up to the required level. Besides, when you are obliged to lie alongside a pier,

there is a constant gathering of idlers, taking note through the skylights, of all the breakfasting, dining, shaving, dressing, smoking, and drinking that takes place on board, and the grounding twice a day on a hard bottom is in no way beneficial to the cutter.

I do not find that my notes of our stay are very copious ; we were too much in a hurry ashore in the morning, and too sleepy when we returned at night—or rather next morning—to have much time for writing our diaries. Murphy had a large number of friends in Dublin, and he introduced us to a good many of them. We experienced a great amount of hospitality and kindness, and it being our first visit, we had to see the Phoenix Park, and go on pic-nics to innumerable pretty places, but as I am not writing a guide-book, I shall not bother the reader with any lengthy accounts. Shall I be expected to describe the regatta ? *Ay de mi*, after so many years, what can I remember about it ? I have seen so many regattas since then, that I am afraid they are jumbled together in my brain in pitiable confusion. I saw a regatta the year before last at Kingstown, which I assure you was a very different affair to the first I saw in that place. I saw two club-houses, and a harbour gaily filled with about a hundred yachts, certainly not less, and what beauties they were in their racing canvas as they took their preliminary exercise in the bay on the eve of the racing day. Ah, yachting was a different thing in the consulship of Plancus, when we thought that the proper place for the maximum beam of a cutter was across her mast. I expect before very long, that some enterprising Yankee will come over to Cowes and carry off the Queen's cup in a schooner which shows nothing over the water but spars and canvas, and nevertheless continues to draw only four and a half inches. Then every regatta will have at least one race for iron-clad cupola-bearing gunboats ;—but I am forgetting all about the Diana.

The day before we left Kingstown, we had a few fellows to dine on board with us. At Murphy's suggestion, Pieman had augmented his sea stock by a considerable amount of Irish whiskey of undeniable excellence, and so we were to hold a committee on board to test it ; in other words we assembled to the number of seven unmarried men on the Diana as a farewell meeting, a parting dinner. Besides our four selves, whom I have already introduced to the reader, there was Mike O'Grady, an *alumnus* of Trinity College, Dublin, remarkable for his frequent and unwilling interviews with the heads of the university ; he was a friend of Murphy's, and after one day's acquaintance, he was on the most intimate terms with us all. Captain Dorking, an old school-fellow of Pieman's, and a military friend of Tipper's, had turned up

quite unexpectedly, and made one of our party; and Frank Nugent, who was a native of the Emerald isle, but an officer in the Austrian army, and home on leave, made the seventh. The last-named worthy was well-known to us all, in fact, I believe he was well-known to everybody. I had made his acquaintance in Paris the year before, and was delighted to meet him again, for he was the most jovial of boon companions, and unrivalled in telling good stories and telling them well. Poor fellow, he was killed in a duel three years afterwards, by one of his brothers-in-arms. Even as I am reading his name in the notes before me, I can recal his merry laugh and his appearance that evening on board the *Diana*—a huge red beard, which covered the lower part of his face completely, hair of the same colour on his head, but short and bristling—a pair of small bright eyes, always twinkling with fun—the whole finished off by a colossal pipe, the largest ever seen out of Germany, behind which he stowed himself away the moment that the business of dinner was disposed of.

At six o'clock we were all assembled on the quarter-deck waiting for dinner. Since we had arrived on the Hibernian coast our manners had undergone considerable modification. We had found that our Saxon frigidty and reserve harmonized very badly with the rollicking, free and easy manner of all our newly acquired friends. I previously had vague notions that all Irishmen were a shillilagh-flourishing whiskey-drinking tribe, who lived only in mud cabins and whose entire suit of clothing consisted of a blanket. Murphy was the only one I was acquainted with, and I did not take him as a type of his countrymen, for his manners were as gentle as a girl's notwithstanding all his recklessness, and altogether he was such a superior being that I never generalized on him to arrive at a conception of the Celtic character. As I said, our manners had been somewhat changed since our arrival. Had it been anywhere else that Pieman was receiving guests with whom he had only a two days acquaintance, he would have been the essence of politeness and attention, but on the evening I speak of, during the before-dinner period he was sitting cross-legged on deck propped up against the cabin skylight, actively engaged in chopping up tobacco for after-dinner consumption, and leaving his guests to take care of themselves, which they did well enough I can assure you. At dinner we did full justice to the wine which was always excellent on board the *Diana*. Of all gentlemen's parties give me a dinner on board a yacht, the best for many reasons. You can never be so independent ashore, there is always the chance of some messenger coming for one of your guests. If you have a disciple of Esculapius at your board, it is an inevitable consequence

that some old lady should be suddenly seized with alarming symptoms, and your friend has to depart on a mission of feeling pulses and writing prescriptions. If you happen to be burdened with the incumbrance of a landlady, she is sure in the height of your social enjoyment to send down a message that one of the lodgers is ill and begs you will not make so much noise. Perhaps a letter comes marked 'immediate' and you are told there is a man waiting for an answer, the 'immediate' letter is a vexatious bill, and puts a damper on your mirth. A stupid acquaintance whose conversation is prosy may drop in unexpectedly to see you about some unwelcome business, and if in civility you ask him to stay and join the party, he is sure to take you at your word and spoil the mirth and jollity, and turn everything sour like a drop of acid in pure liquor. But on board a yacht not only is there perfect immunity from all annoyance, but there is a delicious feeling of independence. Then the cabin looks so cosy with its polished mahogany and the flowered chintz fittings, the little bookshelf running all round, and the deck beams picked out in white and gold. Every inch of space is made available by running contrivances, and tidiness reigns supreme.

"Capital cellar you keep Mr. Barton," said O'Grady, as Pieman unearthed another bottle of claret from the depth of a locker.

"Yes" said he "it's not a bad tap, but don't use such a shore-going word as 'cellar,' it should be obsolete when we are afloat. Why, the other day we had some ladies on board, cousins of Murphy's, and they talked of *going up stairs* for going on deck, and asked me what part of the ship the binnacle was? and when I showed it to them they said 'Oh it's the thing that holds the compass,' in great astonishment."

"Never mind, I shall not offend your nautical ears again, but pass the bottle, for the sooner we finish the wine the sooner we shall get to the punch."

"Oh the punch," said Pieman, "I forgot that. Well we had better get it under way at once. Who will undertake the responsibility of brewing it?"

A general chorus called for Nugent, he was famous for his skill in mixing every sort of drink, foreign and domestic, and a pretty long experience had given him what he called a delicacy of touch in such ticklish operations. He was speedily installed at the head of the table and the huge china punchbowl was found and placed before him. "Take care of the bowl," said Pieman, "it was the property of a respected grand-aunt and so I have veneration for it, particularly as it was the only legacy she left me."

"Not to mention the beauty of the article itself," said Tipper, who was

examining the Bacchantes who were trooping round the outside of the bowl in scanty drapery. "These rustic maidens seem to have had more than was good for them, to judge by their free and easy appearance."

"It is evident," said Murphy from the opposite side, "that Newton had not discovered gravitation when this bowl was made, for the artist has made these girls swimming along in mid-air with their feet not touching the ground."

"Well you know," said Tipper, "it is only natural that when they had taken so much Faleruian they should be a little elevated."

Most of us laughed, but Murphy uttered a howl of execration. "Tip, my boy," said Pieman in a fatherly tone "if this goes on you must be thrown overboard, I thought you promised at St. Agnes to make no more puns, and the punch-bowl ought to be too sacred a thing to joke about."

"I give you all notice," said Nugent, "that this bowl never held a better compound in its life than—here he interrupted himself by a wine-glass of pure whiskey which he tasted by way of a test, before mixing the punch. Of course his sentence was never finished, for he twisted his countenance into a hideous grimace after the manner of all connoisseurs and then smacking his lips said "First rate."

"Oh that's right," said Pieman, "I am glad you approve of it. Do you know while I have been sojourning on this hospitable coast I have become an ardent votarist of whiskey punch."

"Now there are some fellows," said Nugent, blandly surveying the elements which he was about to combine, "there are some fellows who say that rum punch, or Scotch whiskey is much better than Irish, but that's only prejudice. I remember when I was at Toifelsbad with Frans Steinholt, we dined one day with General Grossbauch, and after dinner he said, 'Nugent I had a friend from England with me the other day who left me a bottle of Irish whiskey so I thought I would ask you what kind of thing it is.' It's the finest drink in Europe said I, so he got the bottle and I immediately transformed it into punch, and when the General tasted it he said 'By gott, Nugent, that's vehr goot.' I needn't tell you that it was principally owing to my judicious mixing that he liked it so, but the best of it was that when he got to his third tumbler I asked him for leave of absence and he gave it in the most benevolent manner. The old pig gets a keg of it over to Germany every year now for his own individual consumption."

"Now then Slow-coach are you never going to stop with that ladle," said Murphy, "don't you think the punch has been circulated enough in the bowl, you had better circulate it round the table now. Come, fill up these empty glasses."

Nugent ladled out the punch with a dignity becoming his position and received the praises of the company for his scientific brewing as his accustomed due. His disinterested benevolence had caused him to forget his cigar, and when he turned to look for it, he found it had fallen on the floor where the heel of Tipper's boot had given it the *coup de grace*.

"Never mind, I think there are some more left in the box," said Pieman reaching out his hand for it. "No by Jove I see it is empty."

"*Box et propterea nihil*" said Murphy."

"It don't signify," said Nugent, "I shall return to my first love, the big pipe, the partaker of all my happiness and my consoler in affliction."

"Glorious tobacco that from the east to west," began Tipper, "soothes the tar's labour and the Turkman's rest."

"There you are Tip, at Byron again, he is most incorrigible," continued Pieman turning to Dorking, "he has taken us right through 'Childe Harold' and the 'Corsair' since we left Cowes. I think he intended to begin Don Juan to-morrow, and then farewell to all decency."

"No I shall not take to 'Don Juan' at all. I expect the 'Bride of Abydos,' and the 'Miscellaneous poems' will be sufficient stock for the rest of the cruise."

The punch in the bowl gradually sunk lower and the hour slowly advanced to the time which is denominated to-morrow morning. The conversation was kept up vigorously by every one, and indeed to an impartial observer it would have appeared a strange medley. Tipper and Nugent were deep in alternate military anecdotes. O'Grady joined them, and listened eagerly, for he was dying to get into the army. Captain Dorking and I were comparing reminiscences of our respective travels, for we had both been afflicted with the mania for wandering, and had seen a good deal of Europe; and Murphy and Pieman exhibited the effects of the whiskey punch by getting into a metaphysical discussion about the laws of thought. At last it came to be generally acknowledged that it was time to break up. When we went on deck we found the first glimmer of the morning light already streaking the clouds in the east. "When shall we all of us meet together again?" said Murphy as we rowed ashore. Ah, never I am afraid. A few years and we were scattered in different directions and greatly have we been all transformed since then. Of the three companions I had on that cruise one is member of Parliament and a good specimen of the genus country gentleman. Tipper is a very important man indeed, being no less than Colonel Tipper, K.C.B., and Murphy is a judge in India, but it will take a good many years more to efface from our memories the happy recollections of the time we spent together in the Diana.

(To be continued.)

ON THE CONSTRUCTION OF IRON-CASED VESSELS OF WAR.*

(*From the Naval Architects' Transactions.*)

THE object of this paper is mainly to examine the peculiar nature of the difficulties which present themselves to the naval architect in combining the shot-proof character of this new kind of ship with those good qualities which have hitherto been considered indispensable to every sea-going vessel, but which it is more difficult to give to a vessel, coated with iron armour than to any other class of ship which he has hitherto attempted to construct. The naval architect in this problem has everything against him. He is obliged to carry *more* weight than before, and that weight not only in the *worst* place for being able to carry it, but also in the worst place for the *proper motion* of the ship which does carry it when in a heavy sea. He is first obliged to *over-load* his vessel with a large quantity of heavy armour which is of no service for anything else; and then he is tasked by his masters to go *faster* under all this load than any vessel of the kind has ever gone before. Further, with all this *top weight* he is ordered to preserve a perfectly *stable gun platform*, from which my friends around me may fire their large rifled cannon with a tolerable certainty of hitting the object they aim at.

Now, such being our difficulties, I feel it my duty, having been called upon to read a paper on this subject, to treat this naval architectural problem in the various phases in which we shipbuilders are obliged to look at it; for I will merely beg personally to observe we are met here as a corporation of professional naval architects; and I say this for the purpose of expressing our great pleasure in meeting here gentlemen who do not belong to our profession, but who nevertheless associate themselves with us for the advancement jointly of their profession and ours. The peculiar objects of naval architecture are closely connected with the demands which the naval officer—the practical seaman—has a right to make upon us. He has a right to require us to give our ships those qualities which make them useful to him at sea, and therefore it is precisely those gentlemen who have naval experience, and who know what they want in a ship at sea and in action, that it is most important to have here, and to join with and assist us in the discussion of these professional points. We have important questions to ask each other. I, as a shipbuilder, have to ask you, as sailors, what qualities you want in a ship, and what special points you insist upon having: and

* By J. Scott Russell, Esq., F.R.S., M.I.N.A., and Vice-President.

you have a right to ask me whether I can undertake to give you these qualities. You have a right to ask me for each point you put forward, what sacrifice you must make in another point ; for all shipbuilding is matter of compromise, and it is only by availing ourselves of such a fortunate combination as we have here to-day—of men experienced in the construction of vessels for all purposes, with eminent men largely experienced in the craft of using them, under every variety of circumstance—that we can, by laying our heads and hands together, successfully work out the great object we both so earnestly desire, of seeing the Navy of England continue to maintain its distinguished position in the new era of naval tactics and of naval construction which we now see opening before us. It would, at this critical moment, when prompt action is inevitable, be a national misfortune if all the experience we can get of sailors and of shipbuilders were not now thrown into the solution of this, to us shipbuilders, most difficult question. There is one delicate point on which I beg permission to make a preliminary remark. Is it, or is it not, politic in us, at the present moment, to endeavour, as far as we can, to preserve *secrecy* in matters of naval construction intended for our ships of war ? Is it, or is it not, to the advantage of the public to challenge the greatest publicity possible ? I feel this question perhaps more strongly because ever since the year 1855 I have been preserving the policy of *secrecy* ; since that time, when I first studied and made designs of ships in this class, I have thought it both my personal and professional duty to preserve all I was doing secret, and communicate it only to the authorities of the Admiralty. I have continued to do so nearly down to the present time. Recently, however, one department of the ministry has recognized the expediency of publicity in a remarkable manner. You are aware that a most important Secret Committee of eminent men recently sat upon the subject of the military defences of the country, and that that Commission has made a most valuable report. The use the Minister and the Government made of it was at once to publish it, without reserving a single secret, or erasing a single word ; thus exposing every weak point upon our coast to the attention of the enemy ; and so every man in England also was made to recognize the weak points which did exist in the defence of our country. That policy openly adopted by one department of the War Ministry, we need not hesitate to follow, attended as it has been with unmitigated benefit to the State.

I believe our policy in regard to *secrecy* and publicity is a very simple one. In the first place, I think if you try to keep secrets of that kind you only keep them from friends who would be willing to

help you ; and I think the enemy whose business it is to find out your secret generally manages that business very cleverly : and so it turns out that the only man in the world you would care to conceal it from knows it very soon after you do. If that be, as I believe it to be, a true account of what happens on matters of great practical importance, then I think we are justified in taking the great advantage we may derive from publicity in this country. As soon as a matter becomes so serious that it can only be carried into effect by the national will, and by the national resources, and by a determination in the Legislature and in the nation to have what we want, and by their willingness to pay for it, I believe, from that time, it is absurd to attempt to preserve any veil of mystery ; and I believe the great advantage you would gain from publicity, as in the good of this discussion, is that the public mind will become aware of the importance of the problem ; will also become aware of the inevitable cost to do it well ; and will soon be persuaded that to do it well, is worth the money it will cost ; and that to do it ill is not worth any money. The nation will then make liberal provision, and will vote at once all the funds that a wise Government may request it to give them, in order to place ourselves in such a position of security that we may not fear the attacks of any enemy in the world. Secrecy, therefore, in such matters is likely to do good only to our enemies.

One point more I think it is desirable to keep in view. The strength of this country lies especially in its power of rapid production. Therefore, whatever policy we once decide to adopt, whether in the formation of a wooden fleet coated with iron, or of an iron fleet alone, I am quite sure we have only to adopt it decidedly and on a large and broad system, and we need not be afraid at all of the plan of our fleet having leaked out, and having been circulated even amongst our enemies. Because, if we only once resolve to do it, the productive power of England is so great that in a given time we can get up a fleet of double the strength that all the combined powers of Europe could do if they all set about it at the same time as ourselves. It is well worth while, therefore, that the whole energy of the nation should be now given to this subject. Our homes are protected by our volunteers ; our national defences are being energetically provided under the superintendence of the War Office : it is our supremacy on the sea which is vital to our national prosperity, but which remains still in a condition to be questioned.

I now beg to sum up my general views on this subject as follows :—

1. Experience has shown the impossibility of preserving secrets in a great public service in this country.

2. It is a result of attempting secrecy, that only your enemies profit by it, to your harm ; and your friends, and all who might be useful to you, are the only parties kept in ignorance.

3. In matters of large constructions, and where large votes of money are concerned, it is essential, in order to obtain the support of Parliament in large grants, that by public discussion full confidence should be given that what is about to be constructed should be likely to be worthy of the expenditure to be sanctioned.

4. One department of the Government has shown an important recognition of this principle. The Secret Committee on the Military Defences of England made a confidential report to the Minister, exposing all the weak points of attack, and recommending the best methods of defence. The Minister at once printed the whole, without mitigation, and the result has been the immediate vote by Parliament of the necessary funds, and the energetic and immediate commencement of the works.

5. In regard to iron-clad ships, the contrary course has been hitherto followed. The public have, since 1855, been allowed to slumber on in the belief that their wooden walls were their secure defence, whereas it was well-known to many members of the naval profession, and to some naval architects, that the value of wooden walls had ceased, and that iron-cased ships alone were fit to resist modern artillery.

6. The consequence of this has been that since 1855 we have spent as much money on the energetic construction of wooden ships as would, by this time, have produced for us an efficient and large fleet of iron-protected ships, which all the combined fleets of Europe could not rival.

7. Secrecy, therefore, in this matter has been proved to do good to our neighbours only, and to harm ourselves only, by enabling them to get the lead of us. And the nation has been rudely awakened at the latest moment, when he has so far got the start of us, that we are compelled to follow, and not to lead.

8. It is now necessary that the whole energies of the nation should be at once given to this subject. Our homes on land are protected by our volunteers. Our land defences are energetically undertaken, and are making unhesitating progress. But it is our supremacy on the sea, rendered vital to our national prosperity, which remains still in a condition to be questioned, and which ought immediately to be restored to unquestioned superiority. Our existence as an empire, so widely spread, and bound together only by the navigable ocean, renders this indispensable to our national prosperity.

9. I do not wish to blame either persons or parties with this state of things. It is an inevitable consequence of free government that we cannot carry out great undertakings until by free public discussion the mind of the nation is convinced of their usefulness. Thus, much time is lost. I am willing to take my own share of blame in this matter. As a professional builder of ships of war—having built, fitted out, and armed, in whole or in part, more than thirty of different classes—I felt it my duty to consider this subject most earnestly many years ago. But I thought it my duty to keep what I considered the national secret. I communicated to the Admiralty, in 1855, my conviction of the expediency of at once commencing the construction of iron-coated ships of war. I expressed my conviction that if we did not at once build them, *others would*. I submitted designs of vessels with sharp bows for speed, with shot-proof coating amidship, with transverse shot-proof bulkheads, with longitudinal strengthening, with a recessed side for armour and backing, with all their guns on one deck, and with a deck overhead, forming the corvette class, or frigate of single deck, to which all the present designs belong; and I continued my designs through all the various sizes down to the present day. But I considered it my duty to do this secretly, and to the knowledge of the Admiralty only. Unfortunately they kept the secret also, and it remained sterile, until in the reign of our Chairman, in 1858, a better policy was inaugurated.

10. It was Sir John Pakington, and his colleague, Mr. Corry, who, with the co-operation of Sir Baldwin Walker, and certain wise assistants in his department, put an end to this state of things. Of the part which I then took in that movement I shall leave others to speak. Having convinced himself of the practicability and expediency of the undertaking, Sir John Pakington resolved, and I think wisely, that he would not rest satisfied with my design, or that of his professional advisers, until he had seen whether the experience and talent of the country could not produce something better; and he accordingly sent out a specification of the requisites of his ship to five other private contractors, and also to the heads of the dockyards to send in such designs. It was only after examining all these, that he resolved on constructing what I must beg to characterise as a noble design, and I may take the liberty of saying so, because, although the design of that ship may be in some respects called mine, yet it is in other respects equally the design of the "Surveyor's Department;" and I feel quite as ready to do justice to their merit in that design, as I am sure they are to do full credit to me for such parts of it as originated with me.

11. I trust that one of the advantages of the discussions of this meeting will be to show that the Warrior class of ship is in all respects and qualities a worthy inauguration of the new fleet. I hope it will confirm the conviction on the minds of those most able to judge, that not a moment should be lost in completing a fleet of such ships, and of adding in each new vessel such improvements as familiarity and study may suggest, and also to confirm the policy of not departing, for the mere sake of variety, from that class; although we should take her as a type only, improving as far as we can see upon her construction. I hope it will give such confidence in the results to be obtained from this class, as to ensure our having a fleet of them by next summer.

12. I hope it may be one of the results of this meeting of distinguished naval officers on the one hand, who bring it to the matured results of great experience in naval warfare, and of the eminent naval architects on the other hand, who have spent a life of professional exertion in our dockyards, in the actual construction of ships of war, and of those members of the profession who in the private yards have pursued their studies in a somewhat more varied and wider field of professional experience, to give a sound direction to the future course of study in this matter, so that instead of allowing the knowledge and talent of the country to pursue a rambling, desultory, and incoherent course of detached and inconsistent design and construction, we may all set our minds to give to a few pre-determined classes all the best qualities of which they may be capable.

For this purpose I have thought it my duty to lay before this meeting a discussion of the various classes of ships into which the nature of this problem compels us to divide our fleet, according to the requirements and uses to which we may put them.

ELEMENTS OF THE PROBLEM.

Without further preliminary observation, I now proceed to lay before this meeting of Naval Architects, the *elements of this new problem*. It is not my intention, now, to advocate any system of my own, or to propose any peculiar ship of my design. Such plans must be always, more or less, questions of individual opinion; and the discussion of their merits and defects a personal matter merely. I have, of course, views of my own like another builder, touching the best kind of vessel, as I should build her, for each of the specific purposes of a fleet of war ships; and, like any other builder, I may fancy my own the best. But at this meeting I do not propose to discuss the merits or defects of personal designs. What I purpose to submit to this meeting is an outline

of the nature of the problem which the naval architect has to undertake to solve when he prepares the design of an iron-plated ship of any size or description. His task is peculiar in this respect, that he has nothing to copy; and further peculiar in this, that he has nothing to imitate. He is, therefore, called upon to exert his very highest function; he has to create a new class of ship—a kind of ship having little in common with any kind of ship heretofore built; and, therefore, all the resources of the science of our profession, all the constructive skill of our most able members, and all the practical knowledge of our naval associates, are required thoroughly to master that which has now become one of the most important mechanical problems of our time.

The *sailor* is even more deeply concerned, if possible, than the ship-builder. The admiral even more than the architect. The man who has to fight the ship must have her fit to fight, otherwise, he cannot ensure that success in naval engagement which is the object, aim, and end of our construction. What must govern the ship is the object, aim, intention, and purpose of her existence; and it is her first purpose that she should be fit for the uses of the sailor. If it be true that the British sailor is the best in the world, it is the duty of the nation to see that he has the best ships in the world to fight in. I am, therefore, glad that this Society has been the means of bringing together on this occasion, not only so many members of my own profession, but also so many of the naval profession closely allied to it.

I will take the license which this meeting offers me, of saying that your (the naval) profession is quite as responsible as ours for the ships that are produced. You say to us, and you say truly, that it is our business to give you perfect ships, and that all you have to do is to fight them well when you get them. But that is not the whole truth. You have more to do than that—you have to *tell us beforehand exactly what it is that you want*. Now I hope you will excuse me for saying that it is not every good seaman who can tell a shipbuilder what sort of ship he does want beforehand. An honest sailor will often tell you that he knows a good ship when he sees her; but can rarely tell you before he sees her; and not always even then, what qualities he wants in order to pronounce his ship a good one.

I must beg, however, to enforce on the naval gentlemen of this Society the necessity, not only of telling us so exactly what it is that they do want, that we may know what to set about providing for them, but also of *adjusting their wishes and demands to that which is really possible*. All practical naval constructors will agree with me in saying that it is too common for their masters and mine simply to ask impos-

sibilities. An admiral with authority proportioned to his rank will require you to construct for him a ship which shall be fast. You prepare a design; and he exclaims, "that will never do, you have made her so long that she will never steer;" he demands 18 knots, and refuses you 250 feet of length; he requires that she shall stand up like a church, and refuses the tonnage of the large beam necessary to keep her upright; he urges the use of high power for speed, and refuses length of body to carry your boilers; he demands coals for a great many days, and limits you to a draught of water that won't carry it; he asks for a ship that will be as handy as a boat, and quick as a cutter, and refuses you breadth of rudder and length of tiller, or turns of the wheel, to give you the sufficient purchase; he asks for a steady ship, and gives you such top-weight as makes her stagger. These are some of the causes which lead to bad ships, and to worse understandings between builders and users of them. Difficulties of this kind are only to be got over, in the end, by being conquered in the beginning. The fighter of the ship and her builder must come to a thorough understanding at the outset, and I trust it may be one of the useful results of such a meeting as this, that the naval commander of a future fleet will let us thoroughly know what it is he wants; and we will tell him as thoroughly what it is that is in our power, and within the limits of our professional skill. We will do everything for him but impossibilities, if he will be content with asking everything but impossibilities.

(To be continued.)

CRUISE OF THE DREAM.*

AUGUST 2nd.—Spent yesterday and the day before at Santa Cruz, walking about before dinner, and again in the cool of the evening, and have now put to sea, and am beating to the eastward to get round the end of the island before dark, in order that we may stretch away to the northward.

Our last evening was very enjoyable; we walked on the Alameda, returned on board at nine o'clock, and lounged about on deck, inhaling the cool air and breeze off the land; the lights in the fishing boats and in the town, and an homeward bound steamer which came in for the mail after night, and was prowling about the bay illuminated, waiting for the letters.

*Concluded from page 108.



The outward bound packet had arrived in the afternoon, and brought papers to the 24th ult, having been seven days from Southampton.

At sunset the Peak came gracefully out from her house of clouds, pour nous dire adieu. Her bon jour at Santa Cruz, bursting upon us as the sun rose was very beautiful, we are now carrying on to the Piton, distant 76 miles, and as we have just got a good observation by the North Pole Star, we are sure of our place.

August 4th.—Latitude $29^{\circ} 37' 44''$, longitude $15^{\circ} 4'$, old barometer 30.10; thermometer 74.

“Till on some jocund morn;
Lo! land and all is well.”

And here is the land we feel such an interest about, bearing N.b.E., 18 miles. Is it our gold mine? It looks as ugly as any diggings ever did.

“Gold, gold, gold, gold, gold,
Bright and yellow, hard and cold,
Molten, graven, hammered or roll'd,
Heavy to get and light to hold;
Stolen, honored, bought and sold,
Price of many a crime untold.”

The search of it has brought us into a very sinister locality. Lovely, clear, weather, the sea of the light delicate blue, which young ladies call “bleu tendre”; the thermometer and the feeling of the atmosphere are those of a model English day.

August 5th.—Standing off and on under the Great Piton, had hauled off during the night, and approached them as if we were treading on eggs, they having a villanous reputation; and certainly have a very malevolent look.

The principal island is about three English miles long, low at both ends, with a high frowning cliff in the middle, standing on which cliff we had all the beauties of the group disclosed to us in one view, a multitude of islets, and angry looking black headed rocks and breakers, one in particular as if it were the guardian of the little anchorage, bearing W.b.S., from the low points distant about half a mile. It breaks almost with the regularity of a revolving light, every twelve seconds, and discloses a deep cavernous throat, as if hungering for us, and a fringe of black fangs.

We hove to, two miles off and landed, Bentinek with his gun, and Murray and I to explore. There was nothing to shoot, a solitary chaf-finch or two, who had come on a summer's tour from Madeira, they

seemed very sick of their retirement, and a few lively lizards, were the only specimens of natural history we saw alive.

If approaching the land, a little sandy bay shewed itself ; we had no bottom a mile and three quarters from shore, but half a mile from the beach we observed the water change colour and struck soundings at eleven fathoms, shoaling to ten, nine, eight, seven, six,—five and four: two hundred yards from the beach the bottom was sand, but as we drew close in we saw the rocks on the bottom, and the landing amongst them was not easy, as the swell rolled in here as at the Great Salvage.

The little bay, about a quarter of a mile in extent, had a beach of rounded pebbles, and above high-water mark a flat surface of sand, extending to the base of the Nucleus Hill, which rose black and grim in the centre of the island. I climbed up this solitary elevation (with one of the boat's crew to carry my mineralogical specimens), and sat on its summit, to survey the desolation spread round us. About a mile distant was the Little Piton, extending to the S.W. and to the W. and N. of the Great Piton, were a series of black angry looking rocks, and broken water between. The Red Riding-Hood shoal breaking at its regular intervals, and disclosing its great black fangs.

The Great Salvage loomed rather important in the distance, and we observed that the water between us and it was quite blue and unbroken.

The fisherman I mentioned had built the hermitage on the beach, sheltered by a wall of rocks, and on these were spread to dry in the hot sun, the miserable enough result of his labours, in dog-fish and skate, and horse mackerel.

We had now seen all the spots on all the islands, which corresponded with Craize's Bay, and as the unsettled weather did not allow us to anchor, nor the roughness of the water permit our landing in any of them with our boring rods ; and as the egg shells of boats were jeopardised even as we backed into the beach to jump on shore, we could hardly have remained to embark a cargo of gold dust, had we found one, and as moreover on both of the islands, we happened to have at the moment evidence to our proceedings, Bentinck and Murray were unwilling to remain, and over-ruled my wish to linger about and see more, or institute at least a desultory search. However, I was out-voted, and had nothing for it but to go into the lobby with a good grace and submit to the unfavourable division. And now, after what we have seen, in addition to our previous knowledge, what is the impression made upon my mind?

First.—As to the whereabouts? We have four to select from ; but as we are not going to search any, their comparative merits need not be discussed.

Secondly.—Could the Spaniard have passed the Great Salvage and came on here? The Galleons were taken in summer, and the warning off the Spanish coast must have reached the frightened ship in autumn; the weather was then fine, and light winds, so that he *might* have drifted upon either Great Salvage or Great Piton.

Thirdly.—Could so large a sum as two millions of dollars have been landed and secreted in any reasonable time? and is it probable that any such sum existed? First, the dollars, if in silver, would have weighed about 120 tons, and would have been contained in some 1,200 boxes, and would have occupied a pit of 27 feet long, 10 feet wide, and 10 feet deep, with an interval between the boxes and the murdered captain of two feet; and in smooth water the crew of—say twenty men—with a long boat carrying two tons, would take sixty trips, of an hour each trip, and might certainly have accomplished all this in three days. Then, as to the amount, I think there must be a screw loose in this particular, and that the Spaniard, who borrowed little else from Scripture, might have borrowed its phraseology on this occasion, and given a large definite number for an indefinite. Two millions I think an improbable amount, and that it must have been a smaller one—five or six hundred thousand dollars was the usual go for a rich trader. Lastly, as to Cruize's veracity. This is the corner stone of our Chateau en Espagne. If he break down, I am put out of court. Again and again I repeat he was a true man; he was no imposter. Neither of my companions are disposed to doubt this, and I have the additional ground for belief that I knew him personally. I have before spoken of the doctrine of thought reading, and have no doubt of its existence. "Truth," the Spaniards say, "is God's daughter"; and she is worthy of such an origin, for she commends herself to our conviction—in a way that falsehood never does, or did, or can do—and this with an instinct irrespective of, and superior to all reasoning. Why do I believe that I am a living man? Why do I believe in the existence of God, and of a future state? Why do I believe in Jesus of Nazareth? Not that I could give a reason if put upon my Paley, but from an internal "I know it," which I take no trouble to account for.

Aug. 7th.—Carried a press of sail to make the South end of the Desertas before dark, but did not. The night was squally, damp, and thick, with low, heavy, rolling clouds, which passed away occasionally, and showed us the sky and the horizon; "a fine night," as Mrs. Honor said, "only a little stormy and rainy." We ran, as we considered, along the Desertas, and saw from time to time what we thought were lights on Madeira, but they were only rising stars showing through the

curtain of a fog at midnight. Not being quite sure of our place, and not liking to run through a barrier of cloud, we hove to "and longed for the day."

And here we are under lovely Madeira, with her splendid crags and sequestered valleys, with a village and church in each, cultivated hills, white kintas and gardens, the distant view of Funchal; and the whole covered over with a tissue of woven air.

Bentinck did not like to call at Madeira after the account we had heard at Santa Cruz of the cholera; and I think he was quite right, as we had no actual business there. He discovered also, in our examination at Madeira, that his copper is dropping off generally in consequence of its being fastened with nails too small in the heads; and being unwilling to sail his vessel without that wholesome integument, and wishing to take her into dock before his excursion to Scotland shall come off, he has resolved to push for home at once, instead of calling either at Lisbon or the Azores.

I should have liked to have done this, but, having been already partaking for a month of a man's hospitality, I cannot with decency propose that the one month should be two.

Bentinck and Murray both seem to suffer more from the heat than I do, and would not be sorry to get a little further from the sun; and I shall also be compensated for my disappointment in the matter of St. Michael's by getting back, like John Gilpin, to

"My wife and children three."

I do not feel altogether so happy on our return as on our outward bound cruise. Crabbe, I think, describes the different aspect of nature to the lover going to and returning from his mistress; how, in the one case, "the soft, slimy, mallow of the marsh," and the screaming sea-gulls were delightful, and in the other detestable. I can hardly say I am disappointed, but just feel a little foolish. When

"The King of France, with forty thousand men,
Marched up the hill, and then—marched down again."

he must have looked somewhat like a royal donkey.

August 8th.—Madeira still in sight, S. $\frac{1}{4}$ W., 60 miles; light airs stealing to the northward; and now that we have fairly turned our head towards England I don't expect to have much to add to my journal in the way of incident. We have however, a good deal of pleasant talk, which a nautical Hazlitt might make something of: Murray agreeable and intelligent, having seen a good deal of life: and Bentinck, a strong-

minded, sensible man, with much fixity of opinions and a great memory. We lounge about the deck under the soft air and starlight, one sitting in the boat on deck, another looking over the side, and a third lazily pacing the deck, but all in ear-shot of each other, and with our legendary lore beguiling the way.

August 9th.—We were in latitude $34^{\circ} 44' 50''$ N., longitude $17^{\circ} 40' 20''$ N., and now we have a fine fresh breeze, "and the waves bound before us as a steed that knows its rider." A clear bright fresh S.W. wind—What a S.W. wind clear and bright? Yes, exactly so, for in the far south where his career commences, it is all this, but accumulating fog, and rain, and haze, and dirt, terminates his race "in the Channel of Old England," a foul and pestilent congregation of vapours, with nothing but the hope of a change to keep up one's spirits.

Before we started at a speed this morning a turtle passed close to us, and turned up his eye rather knowingly, (these somnolent brutes are rarely awake) as if to say don't flatter yourself you won't have me in your casserole this time, and yet he might as well as serve for the supper of Jack Shark, who will not even honour him with wine, and spice, and forced meat balls, nor with a posthumous eulogium; we had a member of his family for dinner. He came from Teneriffe market in our service and fulfilled his destiny this day. He deserves honorable mention, as before we discussed him we had a satisfactory talk with Bentinek about our project. I had never intended speaking upon it again, believing his mind to be made up, and I could not (with the impulsiveness which is one of the many faults of my character), understand how a man could take several days to arrive at a conclusion which I jumped into—but so it was. I found that his objections were more against the immediate than the ulterior prosecution of our search, that he did not think our boats competent to remove anything one might find from so angry a landing. That the fishermen in our way was a difficulty, and we had no tent or means of taking up our abode for some days, which might be required on this inhospitable rock, but that he and Murray did believe *au fond de leur Cœurs* in Christian Cruize, and he thought it would be well worth while for me to write to my old friend (Veitch) at Madeira, and obtain more particulars as to the chest of dollars referred to; and for Bentinek to go to Liverpool and try and pump the crew of the John Wesley, and decipher, if he could, the mystical copper coin; and for Bentinek to write to a friend at Marseilles, to discover if any dollars were landed there per the John Wesley in 1847. If the result of these enquiries, he added, were such as to lead us to hope for any good in doing so he would get a tent, two strong boats and take us again. And,

he continued, if Murray or you, one or both of you, were prevented accompanying one, I would still hold to the tripartite division of anything that might be found. All this was highly pleasing—the opinion of Christian Cruize was satisfactory to his manes, and to my opinion of this *Prince* of Denmark.

The difficulty as to the fishermen I set no great store by, they might be silenced by dollars, or by fear, but all the other difficulties of Bentina were such as might be expected from his clear sound head, and the suggestion as to the money was what I should have expected from an off-hand, fair, liberal man. Money is the pierre de touche of character. To be sure, “first catch your money,” but we must take the will for the deed. The Madeira information I did not much reckon on.

José de Lisbon, if alive, or his heirs, administrators and assigns, would be very shy of letting the coregidor of Funchal get any scent of a matter of treasure trove, and though intelligence or anything else could be purchased for money, the quantum valeat of the information was another matter, if we wanted a man

————— “Who never was forsworn,
At no time broke his faith, would not betray,
The devil to his fellow—and delights
No less in truth than life.”

I am afraid we should have to go to some other part of the town, and would not pick him up at Madeira. The particulars as to how deep they dug, where they dug, did they dig under the body, and how deep? How did the Squelette repose and in what direction were his arms, and the marks on the copper coin were all worth investigating?

A large treasure was secreted in a Jesuit Church in this country, and a body was found. It was subsequently discovered that the right arm of the body was extended in the direction of the Schatz. The resurrection men were sought for to ascertain the fact of the position of the arm, but they could not be found.

August 10th.—Latitude 37° 10' 56", longitude 17° 4' 50", Cape Finisterre N.E. 750 miles. Blew hard in the night, at 2h. the clew of the trysail broke as the crack of a nine-pounder. Bentina was up like a shot from a muzzle—I lay still. In the morning the S.W. wind, whose birth and parentage I descanted upon, having run its course of brilliant youth and dismal age, quicker than is usual, departed this life prematurely “to the regret of its sorrowing friends and acquaintances,” on board the *Dream*. We have now a mild N.W. wind and a willing sea, the legacy of the sou'-wester.

August 11th.—Latitude 37° 50', longitude 16° 5' W., Cape Finisterre

N.E. Going steadily along in pursuit of the above Cape, with a nice N.W. breeze, had sights by the sun and stars agreeing well.

August 12th.—Latitude $40^{\circ} 45'$, longitude $14^{\circ} 30'$, Cape Finisterre E.N.E. 280 miles. Barometer 30.5; thermometer 70° . Exchanged colours with a French merchant brig, steering to the southward. Steady moderate breeze, slipping along with the wind on the quarter. These fore and aft vessels make bad way before the wind. The square-sail and a triangular topsail, which we have named the cocked hat, pull us along pretty well; but the cocked hat is unmanageable amongst the rigging, and has to be put into his box at night. During the war the Yankee privateers had enormous square sails (too unwieldy for a yacht) which if they once got to bear there was no catching them.

The weather is very fine, with occasional light squalls, which frequently in the summer devour the wind, but here they rather feed it. The moon is becoming very brilliant, and as she is drawing to the northward will become increasingly so. There is a star so close appearing to hang on her horn—which according to Sidrophel and other astrologers, denote the “fall of sceptres and of crowns.”

August 13th.—Latitude $42^{\circ} 54'$, longitude $18^{\circ} 20'$, barometer 30.5, thermometer 73° : fine fresh breeze at N.W. Passed two merchant vessels steering to the southward, and various pieces of wreck, one so like an overgrown alligator, with his brown back and pointed extremities. You always meet these wrecks off Great headlands, Cape Finisterre, the Cape of Good Hope, Cape Horn, the Land's End, the South Foreland, &c. As we are most apt to run or be run over at the corner of the street, one of them would make short of the Dream if she ran into it. Hard lot to be wrecked by a wreck; made a ghost of by a ghost; “unhand me, gentlemen, by heavens I'll make a ghost of him that let's me.” When the great prison house of the ocean shall open her portals, what stories will be told of foundered Argosies and bankrupt Antonios, of agony and of drowning, of widowed wives and bereaved parents, of disappointed hopes and broken hearts.

Our alligator friend, applied stem on, would have added the Dream to the catalogue, but he gives fair warning by shewing above water. So it is with animals of prey, they are compelled to hoist their colours, to exhibit the tokens of their presence in order to give fair notice to others. The treacherous shark swims with his dorsal fin in sight; the lion and tiger have their peculiar perfume; one snake flashes an eye of lightning upon you, and another sounds his rattle; whilst the alligator has a powerful and offensive smell of musk.

August 17th.—Blowing hard and thick weather, standing in to make

the land. We broke off too much to make the Tuskar. At 1h. hauled up and stood into Cork Harbour.

[Thus Treasure Trove, if ever in existence, remains for future explorers.—Ed.]

THE NEW AMERICAN STEAM GUN BOAT.

THE Naugatuck is an iron screw steamer, constructed in the usual way, all being secured with beams and angle bars of the best material. The lines of the hull are not unusually sharp, as is the case with the famed Stevens battery, but present very much the appearance of one of our old-fashioned Sound propellers. She is not, as is generally supposed, intended to be a model of the Stevens battery, but it is merely designed to illustrate some of the novel ideas connected with that monster engine of war—namely, the ability to sink and raise a vessel with great rapidity; to steer and manage her by means of two propellers placed at each side of the rudder, and taking up the recoil of the gun by means of India rubber.

The hull of the vessel is constructed of iron, 101 feet in length, twenty feet beam, and seven feet depth of hold. She draws five and a half light and nine feet when submerged, and her speed, it is calculated, will be eleven miles an hour when light, and five and a-half when submerged. The principal features for her protection from shot and shell are, first, the setting of the vessel two feet lower in the water when going into action, by means of water-tight compartments, two feet deep, between the main deck and outer covering, so arranged as to be rapidly filled or emptied by powerful steam pumps. This does away with the necessity of carrying the weight of two feet of iron armour; while it substitutes, to the greatest possible extent, the best known armour—water; for experience has taught that when a ball strikes water it takes an upward direction, and will therefore prove perfectly harmless; and, in this instance, should a ball pass through the deck, it must pass through the bulwarks, unseen and unheard by those between decks. This peculiar arrangement will also give greater speed to the vessel while cruising, chasing, or retreating, inasmuch as it will be able to throw overboard the weight of the two feet of water between decks, and for the same reason to pass over bars and into harbours which she could not otherwise reach. Second, the use of an iron-clad bow, curved inwards, and plated with two layers of half-inch plates, strongly rivetted and bolted, presents the appearance of a ram, which no doubt, could be effectively used for running down wooden vessels. The curving on the bow is so admirably arranged that only by the merest chance would a ball strike any spot at right angles, and so must glance off; and when submerged she presents but a small surface upon which the enemy can bring their cannon to bear. Her sides above water-line are made of white cedar, fully one foot thick, which is so soft in its nature as to allow a ball to pass through without splintering.

The machinery, which is situated abaft midship, consists of two horizontal high-pressure engines, 14 inch cylinder, and 24 inch stroke, working independent of each other, and driving the two propellers at either side of the rudder; an ordinary locomotive boiler, two double oscillating donkey engines, driving two of Andrews' pumps, capable of throwing out 900 gallons of water per minute. The ability of this vessel to round rapidly on her own centre, without making headway, by means of the two screws, instead of the ordinary means employed in making the circuit of a vessel, gives her remarkable and important facilities for manœuvring in action. In connection with her speed, it will enable her to overhaul one after another of the enemy; run close alongside; present herself for action in the most effective position; bring her big gun to bear in any direction; turn in narrow channels, and, if necessary, retreat in any direction with facility. The two screws form two distinct means of propulsion—that of driving the vessel and enabling her to be steered in case of accident to the rudder, which is double the ordinary security against the breaking of machinery in action or otherwise.

The armament consists of one 100 pound rifle gun and two of James's 12-pound howitzers. The heavy gun is mounted amidships, pointed towards the bow, and is loaded from below by depressing the muzzle downwards, which is effected by means of pulleys ingeniously constructed for that purpose. This gun is loaded by means of a moveable charger, which can be raised or lowered at pleasure. The ramming is accomplished by a sort of piston-rod, elevated on a line with the muzzle of the gun, which is also worked by pulleys, thus affording the celerity of loading and firing every half minute. This gun rests on a shot-proof iron carriage, of which the recoil (only six inches) is taken up by the employment of large India-rubber springs.

The hull is divided into four water-tight compartments, and on descending the gangway of either of these compartments you find yourself upon the second deck, in a small iron box, yet having ample accommodation for the purposes for which they have been assigned. The cook's galley is situated at the bow; next come the sailors' apartments, then the magazine and rendezvous for action, and next to this the engine-room, which is abaft midship. The officers' quarters are on deck, comfortable looking, but rather limited. When in action, but one person is necessarily exposed.—*New York Times.*

THE BATTLE OF THE IRONSIDES.

[Just as we had closed our April number, startling accounts were received of the first battle to be recorded in the world's history—where iron met iron, and the result will tend to revolutionize the whole system of naval warfare, and old England's "hearts of oak" will lament the downfall of our "wooden walls," which will no longer vaunt and float triumphantly and

defiantly o'er that ocean they have ever considered themselves the masters of. No longer shall we pride ourselves on the beauty and form of our navy—no longer will the naval architect study those graceful curves and lines which have hitherto been the pride and admiration of John Bull; and no longer will those tall spars, taut rigging, and snow-white canvas soar aloft to the glory of our brave tars; but in lieu of all these we shall have bluff bows, unsightly masses of iron arks, and the eternal, or rather infernal clouds of sulphur, smoke, and ashes, armed with revolving batteries, with grim Death as timoneer, dealing destruction to everything animate and inanimate. To such base uses will the indomitable navy of England come,—if the following statement may be taken as a fair specimen of our future naval wars.]

On the afternoon of Saturday, the 8th of March, a large black towering vessel, without masts, was seen to emerge from Norfolk Harbour, and to pass by the batteries at Pig Point and Sewell's Point, and to range up towards Newport News. On she steamed until she approached the two United States vessels, anchored—as they have been for months past—near Fortress Monroe, at the mouth of the James River, to guard the approaches to Norfolk. Her attentions were first directed to the sailing corvette *Cumberland*, 24 guns, which received her with three broadsides, quickly fired—broadsides which ran off from her sides as water from a duck's back. Firing one responsive broadside into the adversary, which made her reel from stem to stern, the *Merrimac* (for the acute reader does not require to be told that she was the assailant) directed her iron beak or prow towards the *Cumberland's* side, and ran full tilt into her. The long iron nose rushed into the *Cumberland's* ribs, and tore a great rent in her, which of itself would have been fatal; but the *Merrimac*, in mercy or in scorn, vouchsafed to administer the *coup de grace*, and, backing away, she put about and bore down on the other side of the vessel, and, upon the second collision, sunk her with all on board. The United States frigate *Congress*, distant about one mile from the *Cumberland*, was the next recipient of the *Merrimac's* favours. The *Congress* is an old-fashioned wooden sailing vessel, nearly thirty years old, if my informant is correct, and carrying fifty guns, many of them Dahlgren's, of the newest fashion and greatest calibre. In what manner this second attack was conducted is as yet unknown to me; but the result was that, threatened with the same fate as the other ship, the *Congress* struck her colours, and, according to the hasty accounts which have at present reached us, many of the crew were saved by the Confederate steamer *Jamestown*, and sent on shore. All this time the United States frigate *Minnesota* was drawing near to take part in the "dreadful revelry;" but, luckily for her, under a full head of steam she ran aground, and was thus preserved from being either sunk or captured. The *Minnesota* is the sister ship to the *Merrimac*, and is a swifter sailer; but, unlike the *Merrimac*, she has nothing but ribs of wood to oppose to a panoply of mail. Night came on, and the iron ship, after shelling and seriously damaging the Federal camp at Newport News, satisfied with her day's work, put back into Norfolk.

On Sunday morning, March the 9th, she was astir bright and early, having before her what appeared to be an easy morning's meal in the shape of the Minnesota, stuck hard and fast upon a reef off Fortress Monroe. It is worth while to emphasize the date, for it is not too much to predict that the events of March the 9th will be pregnant with results to England and the whole civilised world. The Merrimac bore slowly down upon the Minnesota, and, at the distance of a mile, a puff of smoke, then a flash of fire, issued from her sides, and the deep boom of a gun broke the silence of the Sabbath morn. The shot fell short of the mark in the water; then came another shot, which struck nearer; and then, the range having been secured, two guns plumped their missiles simultaneously into the fair target presented by the Federal frigate's ribs. Suddenly, at this moment, there issued from Fortress Monroe, at right angles to the assailant, a little low, black vixen of a craft, rising not higher than twenty inches from the water, and looking, as compared to the towering war ship, like a black bat floating on the bay. On she came, within half a mile of the Merrimac, when a louder report than had as yet been heard boomed across the deep, quickly followed by another and similar report, and two eleven-inch Dahlgren guns, carrying each a solid shot of 170 pounds, plumped right into the Merrimac, with a force which staggered her whole frame, and announced that she had a new and more formidable antagonist than the defenceless Minnesota in the little insignificant-looking midge, which had leaped to the rescue. It will be necessary briefly to describe the Monitor, which has had the honour of being a principal in the first duel between ironsides that the world has ever witnessed, and which is likely to be immortal in all future naval histories, even if she does not revolutionize the circumstances under which all future naval engagements will be fought.

The Monitor is better known as Ericsson's iron-clad floating battery, which has long engrossed the attention of New York shipbuilders and seamen, but has been overlooked under the pressure of great and exciting incidents elsewhere. She is, in point of fact, nothing but a superstructure of iron, ten inches in thickness, and rising from eighteen to twenty inches above the water line, fixed upon a floating wooden hull; and having in her centre one of Coles's iron cupolas, or beehives, which twists round upon a pivot, and presents first one and then the other of her enormous eleven-inch guns to the enemy. The crew all live far below the water line in the floating hull, with the exception of the sixteen men who serve the two guns, and the pilot, whose station is in an iron box, rising behind the iron turret or beehive, at the stern of the vessel. Presenting, as she does, a diminutive surface to the enemy's guns, and utterly impervious to shot, the only marvel about her, to uninitiated eyes, is how any wooden hull in existence can float under the enormous superincumbent weight of a fabric of iron of such heaviness and thickness. Her draught of water, when fully laden, is under ten feet; and no attempt has been made to attain to high speed or to make her into an iron ram, as it is understood that her maximum velocity is six knots an hour.

The first staggering impact of two solid wrought-iron shot, together weighing 340 pounds, was calculated to send a shiver of surprise even through the gigantic frame of the Merrimac, and her first impulse was to haul off and to take counsel before further engaging her diminutive but stinging opponent. The Confederate steamers Jamestown and Yorktown, and other Confederate craft, gathering round her and administered comfort and encouragement; for after a short time she bore up again towards the Monitor, which had ranged herself in front of the Minnesota, and looked like a little David interposing on behalf of Goliath. It was evident that the first sea duel between monsters hitherto unknown upon the deep was about to be commenced, and thousands of spectators viewed the contest with feverish anxiety from the adjoining shores and from the numerous craft on the water. But, as a token of respect to the power already exhibited by the Merrimac and Monitor, it was observed that the wooden vessels hastened off in every direction as they approached, and it became evident from two subsequent incidents that the contest of wood against iron upon the ocean is at an end from this time forth for evermore. A busy little Federal wooden gunboat would persevere in buzzing about the Merrimac during the engagement, until at last the latter fired a single shell, which burst over her tiny opponent, piercing her boiler, and causing an explosion which instantaneously killed everybody on board. Another Federal gunboat, the Whitehall, received a shell upon her upper deck, which killed five men and covered her with a mass of bones and scarified flesh and brains, which are described as having presented a fearful sight. With the exception of this byplay, the engagement was virtually confined to the ironsides, although the Minnesota did her best to fire into the Merrimac, and received occasional shots from her, which are known to have done fearful damage. It may be as well to state here that the former was eventually hauled off the reef, and is now on her way to New York, plugged in fifty places, having suffered a considerable loss in killed and wounded.

At half-past eight o'clock of a lovely morning, the two ships, evidently with great mutual respect for each other, slowly approached, and the Merrimac fired her first broadside precisely at that hour. From that moment until ten minutes past twelve, the contest between them raged fast and furious, the vessels during a large part of that time lying yard-arm to yard-arm, and and at moments actually touching. The reader may possibly have seen in some parts of the world, the conflict between two wild boars, and remarked how they clap jowl to jowl and wheel each other round and round within a narrow circle, until the stronger of the two, wearing his opponent down by superior strength, finds an opening for a rush at his enemy's flank. Similarly these two rivals of the deep wore round and round, trying to find a weak spot in each other's mail, and were beautifully handled on both sides during the deadly struggle. Once only did the Merrimac try the same tactics against the Monitor as had been successful against the Cumberland, and bore down upon her full tilt, with a view to running her down. The little vessel heeled somewhat over, and ran off before her gigantic assailant,

no further attack of this nature was attempted. But it may well be doubted, taking in view the strength and height of the Merrimac, whether she would not be able to run right over the Monitor if she bore down from a distance, under a full head of steam. Either this should have been attempted, or she should have thrown a lasso over the Monitor's beehive, and walked boldly off with her into Norfolk. But it is invidious to criticise, when it is universally admitted that Captain Buchanan, of the Confederate navy, handled his ship with admirable skill throughout this novel and unprecedented monomachia.

At ten minutes past twelve the Merrimac steamed a little distance away, and the other Confederate steamers caught hold of her hawsers and hauled her off. It is stated by Federal observers that, latterly, the Merrimac had settled two feet by the stern, and Lieutenant Worden is very confident that several of his 170-pound shot passed clean through her. Be this as it may, the only damage done to the Monitor was from the Merrimac's last discharge before hauling off. A volley of grape dashed like hail against the pilot's box, out of the chink of which Lieutenant Worden was looking, and the injuries thus inflicted upon his eyes will, it is feared, destroy his vision for ever. Not another man on board was scratched. A story is told of an old salt on board of her, coming up after all was over, and addressing one of the officers with, "Please sir, I be rather hard of hearing—can you tell me where this 'ere fighting be going on?" It is said that the crew, not engaged in serving the guns, took their dinner on board in the midst of the fight as though they had been lying harmlessly in New York Harbour. The exterior of the iron plating is said to be torn into corrugations and ploughed up by Merrimac's guns, which were, of course, greatly deflected to reach the Monitor at all. But not a shot came through, and it is said that the concussion arising from the impact of the enemy's projectiles was scarcely perceptible on board. It is significant that the Merrimac did not return to the charge after noon on Sunday the 9th up to midnight on Monday, the 10th. The Monitor was ready for another engagement at any time, and the cheers which greeted her from thousands of lips as she steamed under the guns of Fortress Monroe on Sunday night have rarely been equalled upon this or any continent, and told of the universal consciousness of danger averted and disgrace arrested through the agency of this one little guardian angel.

Well might the Federals shout ; for unquestionably, but for the Monitor, the destruction which would have been achieved by the Merrimac is utterly incalculable. The Cumberland, Congress, and two Federal gunboats, and at least three hundred lives in killed and wounded, were among the ironsides' devoted victims ; and Sunday would have witnessed the capture of that noble vessel the Minnesota, of all the Federal craft lying off Fortress Monroe, and as is more than likely, of Fortress Monroe itself. It is known that the shelling of the Federal camp at Newport News on Saturday afternoon was very disastrous to the Northerners, who fled everywhere in confusion ; and there is no reason for doubting that the shelling of Fortress Monroe must have led to the surrender of that stronghold. As it is, the rally on the part

of the South is highly commendable, and utterly unexpected; and if the *Merrimac* had come out from Norfolk on Friday instead of Saturday, no man can estimate what she might not have effected.

For it was not until Saturday night that the insignificant little *Monitor* reached Fortress Monroe from New York, and orders were actually awaiting her there to proceed at once to Washington. Anything more critically well-timed than her arrival cannot be conceived. Even as it is, fears are entertained that other *Merrimacs* will issue from other Southern ports; and if so, it may confidently be predicted that they will eat up the wooden blockading vessels everywhere. It is too early, in the hurry accompanying the despatch of this letter, to speculate upon the mighty consequences to England and the world arising from the novel nautimachy of Sunday last. But one hope it will, at least, not be premature to express. It is that the English Government will at once see the wisdom of attaching the best military or naval engineer in the country, and also the best Royal artillerymen, to the British Legation at Washington, with a view to observing and taking cognisance of all the many experiments of this highly ingenious people in ordnance and ship-building. It is high time that our ignorant superciliousness and contemptuous indifference of America should cease. More is to be learnt here than anywhere in the world; and if we are such madmen as to shut our eyes to this fact, in the face of the grave eventualities which loom so palpably through the future, and to which it is hardly possible to allude in definite language, the blame be upon our heads!—*Telegraph*.

UNIFORM SAILING REGULATIONS FOR YACHTS

MR. EDITOR.—Having for many years filled the arduous and very thankless office of a member of a sailing committee, I venture to offer a rough sketch of a plan which I think would be highly beneficial to the yachting interest, encourage the competition for our valuable prizes of a better class of sea-going yacht, and remove the unpleasant feeling of doubt and dissatisfaction at the various and conflicting decisions which are given at the different regattas. The time seems to me peculiarly adapted for the inauguration of an improved system, and I would suggest that representatives from each royal yacht club of the United Kingdom should meet by pre-arrangement in London, during the time of the Exhibition, for the purpose of collectively framing an uniform code of rules for prize sailing; agreeing as to the permission or otherwise to shift ballast; and adjusting the much-vexed, but not satisfactory settled, question of time for difference of tonnage, as also the rules of admeasurement. That the resolutions agreed upon at this conference should be printed and published by, and be binding on, each of the royal yacht clubs represented, so as to establish a system of uniformity, thus avoiding much angry discussion, and affording the advantage to each yachtsman of foreknowledge of the requirements of that place at which he proposes to sail his yacht. Can anything be more unfair than that on one occasion shifting ballast should be allowed, and on another prohibited, by which

a good match is destroyed, and universal disappointment ensues? Do we not also frequently hear of owners refusing to sail against certain other vessels, from a greater amount of time having been allowed on a former occasion? To the present system of each club having its own and distinct regulations, acting prejudicially on one another, I attribute the failure so often experienced in forming a good match for a prize which would otherwise draw a numerous entry; and until some united action takes place on the part of the various clubs, we must be content to see valuable cups and large sums of money annually divided between a few vessels adapted to carry an unwarrantable amount of canvas by means of an unnatural counterpoise. Being deeply interested in that noble and characteristic pastime of Englishmen, yachting, I venture to throw out these suggestions, in the hope that some plan of united action may be substituted for the present discord and confusion which tends to detract annually from the interest felt in our regattas. Trusting you will kindly find room for these few remarks, with a view to invite discussion.

Yours, &c.,

To the Editor of Bell's Life.

AN OLD YACHTSMAN.

[We have introduced the foregoing as another proof of the dissatisfaction of our present sailing regulations; but which we fear will meet with the same fate as its predecessors.—*Ed. H. Y. M.*]

ROYAL HALIFAX YACHT CLUB, NOVA SCOTIA.

THE annual meeting of this hopeful institution was held at the International Hotel, on April 12, Commodore Paw in the chair. The meeting was even more than usually well attended. The report submitted by the Secretary and Treasurer showed the club to be in a most prosperous condition. There are upwards of one hundred members on the books, and the fund probably exceeds six hundred dollars. Some seven or eight new members were admitted at the last meeting, including gentlemen attached to the garrison, several of whom promise to prove a great acquisition to the Royal Halifax Yacht Club. After a goodly amount of business had been disposed of, the annual election of officers was proceeded with, when the following gentlemen were chosen:—James B. Knowlan, Esq., Commodore; James B. Duffus, Esq., Vice-Commodore; William H. Creighton, Captain; Alexander W. Scott, Secretary and Treasurer.

The Sailing Committee comprises John Strachan, John Pugh, R. T. Bulger, James Pryor, and Benjamin Salter, Esqrs. Auditors: William Twining and George McLean, Esqrs.

The annual race for the Challenge Cups will take place this year on the 7th of June, as the 8th falls on a Sunday. The officers have been appointed a Committee to procure a first class Cup, the latter having been won at the last sailing match. Altogether there is every reason to hope that the yachting season will this year prove one of great interest and usefulness to that class of the community for whose benefit, more particularly, such institutions are originally founded:

REGATTAS AND MATCHES.

- May 7.—West Quay (Southampton) Amateur Regatta Club.
 8.—Royal Harwich Yacht Club.—Opening Trip.
 10.—Royal Thames Yacht Club.—Opening trip.
 10.—Prince of Wales Yacht Club—2nd and 3rd Class Matches,
 15.—Norfolk and Suffolk Yacht Club.—Opening trip.
 19.—Temple Yacht Club Sailing Match.
 22.—Royal London Yacht Club—2nd and 3rd, and Extra Class Matches.
 Erith to Chapman and back to Woolwich, for 2nd Class— and from
 Erith to Mucking Flat and back to Woolwich for 3rd and Extra
 Class.
 22.—Royal Northern Yacht Club.—Opening Cruise, Gourock Bay.
 23.—Royal Thames Yacht Club—1st and 3rd Class Matches. Erith to
 Nore and back. An Extra Match on same day for any rig.
 29.—Ranelagh Yacht Club.—Opening Trip.
 June 5.—Norfolk and Suffolk Yacht Club Regatta at Cantley.
 7.—Royal Thames Yacht Club—2nd and 4th Class Matches. Erith to
 Nore and back.
 7.—Clyde Model Yacht Club.—Opening Cruise, Gourock Bay.
 12.—Royal Western Yacht Club of Ireland Regatta, Cork Harbour.
 20.—Ranelagh Yacht Club Sailing Match, North Woolwich to Roeherville
 and back to Erith.
 21.—Royal London Yacht Club—1st Class Match. Erith to the Nore and
 back.
 23.—Royal Thames Yacht Club—Schooner Match, 75 to 200 tons.
 24, 25.—Royal Mersey Yacht Club Regatta
 30.—Thames National Regatta
 July 1.— “ “
 1, 2.—Royal Northern Yacht Club Regatta at Largs.
 5.—Clyde Model Yacht Club Regatta at Dunoon.
 7.—West Quay (Southampton) Amateur Regatta.
 8.—Prince of Wales Yacht Club Sailing Match
 8, 9.—Royal St. George's Yacht Club Regatta in Dublin Bay
 10.—Norfolk and Suffolk Yacht Club Sailing Match at Wroxham
 15, 16.—Royal Cork Yacht Club Regatta.
 Aug. 7.—Norfolk and Suffolk Yacht Club Sailing Match at Oulton
 9.—Clyde Model Yacht Club Challenge Cup at Rothesay.
 12, 13.—Royal Victoria Yacht Club Regatta
 20.—Weymouth Royal Regatta

TO CORRESPONDENTS.

Auckland, and several other colonial regattas received, but must stand over to our next.

All Communications to be addressed to 6, New Church Street, N.W., London.

HUNT & Co., 6, New Church Street, 6 doors from Edgware Road, N.W.

HUNT'S YACHTING MAGAZINE.

JUNE, 1862.

YACHTS AND YACHTING.*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XXVII.

THE economy of the 'tween decks should be well considered and determined upon, so that all available space may be made proper use of, and the accommodation afforded in departments equivalent to the space allocated. It would be useless to lay down any specific rules for guidance under this head, there being so many different ideas, and various individual tastes; but I shall endeavour to give a general view of the arrangements that have been found most excellent and convenient on board many first rate vessels. We shall begin with the forecabin. In proportioning the size of this department regard should be had to the number of men it is to accommodate, and as they have to eat, drink, sleep and cleanse themselves, therein, it is advisable to afford to it every space that can be spared from the after cabins, without absolutely cramping them: underneath the flooring of the cabin it is usual to have the coke bunkers; these should be boarded in carefully so that none of the shingle or grit of the coke may get below into the run of the vessel, thereby tending to choke the limber holes and the ends of pump pipes, and injure

* Continued from page 197.

the pump cases themselves; strict injunctions should be given and observed that no slops or cooking water may be thrown into them, or below in any part of the forecastle, by the crew or the cook, such practices engendering foul and putrid odours, and accumulating dirt that much interferes with health and personal comfort. The flooring of the forecastle should be made in separate pieces of a portable size and of narrow clean yellow or white pine put together, similar to deck planking; this arrangement makes the cabin look extremely neat and well finished, and when the deck is being scrubbed in the morning these floorings should be hauled up in the forecastle and well scrubbed at the same time: by being thus regularly removed the fore part of the vessel will be well ventilated, and any contravention of orders with respect to throwing down foul water, or cook's rubbish will at once be perceived. There should be lockers placed all round the forecastle fitted with locks and keys, a locker devoted to each man of the crew for keeping his clothes, &c., in, and some spare ones for boatswain's stores, &c., besides a couple of large ones for stowing away the hammocks and bedding in the day time; or if thought better these latter may be neatly made up and triced to the beams, but some yachtsmen like them to be stowed away, so that the forecastle may have a clear, large, and lightsome appearance: a good sized bread locker lined with tin must not be forgotten, and if the space will admit of it, and I am now writing for a class of vessels that it will, there should by all means be a patent private closet for the use of the crew, this is most essential for cleanliness, health, and, though last not least, the observance of those decencies which I am sure no yachtsman would willingly permit the violation of.

A separate pump attached to the bitt legs for the use of the men, a good serviceable looking glass, and iron porcelain, lined or japanned tin washing utensils, it is also well to provide for them: in fact every facility towards cleanliness and order in their persons and habits should be afforded, and thus having a place for everything provided, with all the requisites for their personal accommodation, there can be no excuse for slovenliness and neglect. The tops of the lockers will form bench seats and there should be a neat folding table for the crew to take their meals off, each man being provided with his plate, bowl, cup, and drinking flagon of pewter, or iron porcelain lined ware, together with knife and fork, spoon, &c., so that the stew-

ard's pantry may not in any way be encroached upon to supply the wants of the forecastle.

In the case of a meat safe being carried upon deck, which in fact is almost essential, one half of it should be apportioned for the crew's provisions to be kept in, such as cooked meat, butter, &c., or a pantry safe for them constructed in the vicinity of the steward's pantry. If this necessary accommodation be not afforded they will be stowed in out of the way places, speedily become bad, give rise to foul smells, and become unwholesome and nauseous for the men to eat. In placing the pumps for their use in the bitt leg it will be removed from the vicinity of the cooking galley, and the water kept cool and fit for their drinking, and it involves but the few extra feet of leaden pipe that connects it with the tanks.

I have before adverted to the cutting of a small hatch in the deck forward under the heel of the bowsprit, or a large screw dead light will answer better. If, such a precaution be not taken the forecastle will be but imperfectly ventilated, even with the aid of a windsail, and will in proportion be but uncomfortable and unhealthy for the crew, but with such a hatch or dead light all the foul air and heat generated by cooking, and the assemblage of a number of men in such a necessarily limited space, will be cleared away, the cabin kept cool and pleasant, and should it be requisite to keep the galley fire lighted for the purpose of late cooking for the main saloon, for hot water, or in the case of illness on board, the inconvenience will not be near so much felt by the watch in their hammocks: if to this be added a couple of screw dead lights in the free-board of the sides of the vessel the ventilation of the forecastle will be complete, but as many men object to these for spoiling the external appearance, and as they can be seldom used when under weigh, a windsail may probably be found nearly as serviceable. If at all practicable the cooking galley should be separate from the forecastle, even if it is only by a half bulkhead, and indeed the latter may be preferred to a whole one as securing better ventilation, the space in which it is enclosed lined with zinc or lead, and all the cook's paraphernalia confined to the limits of the galley cabin. By such a disposal of room matters can be kept more in their proper places, the cook will not be disturbed in his avocations, nor the sailors interfered with in their leisure or duties below; cleanliness will moreover be promoted, as I need hardly say contact with the necessities of the *cuisine* do not

improve the spotless purity of duck trousers or frocks, and pilot cloth seems to be particularly susceptible of grease stains and fire spark burns.

If a separate space cannot be devoted to a galley cabin, the next best plan is to form such a recess for it between the captain's cabin and the steward's pantry, as will have the effect of removing it as far as possible from that part of the fore-castle occupied by the crew. It is a very bad plan to have the cooking galley forward in the fore-castle, or in the centre of it; when in such a position there seldom, if ever, can be a clean cabin, and everything in use by the cook is knocking about amongst the men's things, creating no end of a mess and confusion. In the absence of a galley cabin, there should always be a roomy locker set apart for holding all cooking gear not in use; sometimes these are strewed in the lower part of the steward's pantry, but it is not advisable on the score of cleanliness. As the galley placed in the position I have recommended must necessarily be close to the mast cutters, it is advisable to attend to the lead or zinc sheeting around it, in order to prevent the possibility of fire: it is also a good precaution to have a foot or so of the fore-castle platform sheeted with lead outside of the metal ash pan of the galley stove, and also to go underneath it: the galley stove itself should be firmly secured to the platform by screw stays, in order to prevent its fetching away when the vessel is in a heavy seaway. It is a very good plan to have a locker made of japanned tin or zinc to fit round the galley funnel, in order therein to air linen or wearing apparel that may be liable to suffer from damp.

Mr. Pascall Atkey of Cowes, and Mr. Williams of Torquay, manufacture the best cooking galleys for yachts purposes that I have yet seen; they are complete in every respect, and possibly Mr. Williams may have a slight advantage over Mr. Atkey, in that his galley stove of smaller dimensions performs equally as much work, and as every inch of room is an object, this may be fairly considered of some advantage; otherwise it is hard to choose between them.

The captain should have a roomy cabin appropriated to him, not only to give him his requisite position in the estimation of the crew, but as he ought to have a proper amount of room for his charts, books, and nautical instruments; as he has not only to live in this cabin but to perform all the duties connected with the navigation of

the vessel, a good sized folding table will be requisite in it for the purpose of spreading out charts, making calculations, writing up the log &c. : it should be furnished with all the requisites for personal comfort, and in addition a first rate tell-tale compass fitted with an illuminating lamp, so that by day or night when not on deck he may be enabled to check the helmsman in his steering ; there should also be a Barometer and Sympiesometer ; it is very inconvenient when these instruments are only supplied to the main saloon ; a sailing master (unless a vessel be of sufficient size and importance to command the services of a naval officer or captain in the mercantile marine) does not like intruding upon his owner and guests at moments when they may be enjoying themselves, in order to ascertain how the glass stands, and consequently there may be what might perhaps come under the designation of compelled neglect of warnings that should be most carefully noted : if these instruments therefore are furnished to his cabin they are always before his eyes, and he is induced to note their fluctuations more accurately, a practice that should be strictly adhered to by every yacht captain. There should also be a good binocular sea glass, the old-fashioned long telescope has now become exploded for it is next to impossible to get a steady sight with it from the deck of a yacht whereas, a binocular glass held with both hands enables the observer to catch his object in a moment : one of Captain Toynbee's No. 1, Parallel Rulers, the best of the description I have ever seen, an Opisometer, which is a little instrument that will be found much more convenient for measuring distances on a chart than the usual dividers, a pair of dividers having a moveable pencil leg, a Gunter's Scale, the Nautical Almanack, Raper's Navigation, Marryatt's Signal Book, Ackers' Signal Book, Hunt's Universal Yacht List, a Log Slate, a Log Book, and a collection of charts ; Massey's Patent Log, a common Log, with 'glasses, a Sextant, and Berthon's Inclinoimeters ; these will constitute the most important items in the fitting of the captain's cabin. Berthons Patent Log is an admirable invention and particularly suitable for yachts, but its expense and the trouble of fitting it to a vessel is very much against its more general adoption.

The steward's pantry which is generally opposite to the captain's cabin, thereby giving ready access to the cooking galley, should be fitted with shelves so arranged that every article pertaining to break-

fast, dinner, and tea services may have their distinct positions assigned them, and be returned in their places by vertical ledges so that no matter how the vessel rolls or pitches none of them can be displaced or broken: tumblers and glasses should be fitted in perforated racks that will hold them securely: any cupboards or presses adjoining the pantry fitted for steward's stores should have their shelves placed at an angle of 45 degrees, so that no matter what articles may be placed upon them they will not roll off when the vessel is inclined: a good water filter is indispensable in this department, as also a patent draw pump connected with the fresh water tanks: it is a great mistake having this draw pump placed as it very often is in the forecabin and close beside the galley fire; the water gets hot and unpleasant to drink, from the pumps becoming heated in consequence of its proximity to the fire; it should always be fitted in the steward's pantry where it will be found much more convenient, and the water kept cool. A small slate ice well can be fitted under the flooring of the steward's pantry, and may be found very useful to ice wine, or keep meat, fish or fowl cool in hot weather. Grapes or other fruit suspended for a short time in such a well will be found very refreshing in hot latitudes. Sometimes a berth is fitted for the steward in the under section of the pantry, concealed during the day time by sliding jalousied doors; but many yachtsmen prefer having a hammock slung for that official in the forecabin in preference to his sleeping where sundry articles of food, and condiments are kept.

Good swinging oil lamps should be fitted to the forecabin, captain's cabin, and pantry, as during cruising times they may be required a-light all night. Sometimes there are hanging presses fitted near the mast close to the galley stove for the purpose of drying and keeping aired pea-jackets, rough trousers, worsted comforters and sea stockings, and it is by no means a bad plan if they can be conveniently arranged without interfering with the chain cables and chain lockers. In general from six feet six inches to seven feet is the allowance for the length of berth, so this measure will be a guide for the captain's cabin and pantry. In the long bowed vessels that are now built, the masts not being stepped so far forward, ample room can be found for fitting the cooking galley as I have described between them.

In cutters the main saloon comes next in order: from eleven to twelve feet will be found a good length for this apartment, this will give seven feet for the length of the sofa's and two feet six inches

each for the width of the buffets at each end. With regard to the fittings of this cabin a good deal depends upon the particular taste of the owner: some have it panelled so as to preserve the appearance of the sweep of the sides of the vessel, but there is no doubt the square panelling so as to preserve the appearance of a room is the best. An experienced yachtsman friend of mine who has always displayed considerable taste in the fittings of his cabin holds it as a rule that by keeping the panels at the sides of the vessel perpendicular it gives an appearance of much greater size to the apartment; as the eye instead of being carried by the curve of the vessel's side is deceived, and retains the impression of the cabin being a square room as large as if the sofas were not in position at all: this I have observed myself in comparing the cabins of two yachts thus differently fitted, the square panelled cabin in general looking of a much greater size than the one fitted with carved panels.

In the arrangement of the sofas and buffets in the saloon it makes a very neat and light looking finish to have the ends of the sofas where they join the buffets, instead of being square, fashioned with an O G sweep; and the buffets finished at the top with a narrow and low open work ledge. In arranging the height of the sofas when cushioned, the first thing to look to is the junction of the cabin floor with the bilge of the vessel; from this junction the front parts of the sofas should be raised, and the higher these parts are raised the broader will be the seats: the backs of the sofas should be laid close against the sheathing of the vessel's sides, so as to allow no room to be lost. Sometimes lockers are formed at the backs of the sofas, but they are so narrow and confined as to be perfectly useless, except for holding charts, and from being so inconvenient to get at, are but seldom of use even for this purpose: they are fertile receptacles though for all sorts of rubbish that a careless steward may wish to get hurriedly out of his way, and in fact are much better done without. Lockers under the sofas themselves are useful, but should be only used for stores, such as preserved meats, and soups, wine, &c.; if otherwise made use of they will be found extremely inconvenient, as the cushions having to be taken off to get at the lids, will involve the necessity of disturbing any party that may be assembled in the cabin: if the size of the vessel admits of sufficient store rooms without these lockers, the better way is do without them, and leave the

fronts of the sofas open, thus securing free ventilation with the sides of the vessel.

Looking glasses make a cabin look double its real size, and two neat book cases may be constructed over the buffets with looking glass panels in the doors; if there are looking glass panels fitted over the sofas it will still further increase the delusion, and I do not know of any more elegant mode of fitting a saloon: these glass panels may be fitted with wooden shields for cruising purposes; the looking glasses should be fitted in with india rubber pads round the edges so as to deaden any sudden shock, and lessen the chance of breakage. I have seen vessels fitted with looking glass panels however go through an immense amount of rough work, and never sustain the slightest damage, beyond leakage at the back when they were not properly backed with water tight cases; this leakage, which often occurs from the topsides either working or being imperfectly caulked can however be thoroughly guarded against by having the panels fitted in water proof cases before they are placed in their frames.

Birds-eye maple panels with light coloured mahogany styles make very neat fittings for a saloon; satin wood and rosewood styles is another contrast; all mahogany looks too solid and heavy, but I think the richest fitting's I ever saw were made of walnut wood, French polished. In general polished wood fittings are to be preferred to painted work in a saloon; paint is so hard to keep in order, and has to be renewed every season, whereas polished wood will last the vessel out, and the first expense will in the end be found the most economical. Carved wood-work ornamental decorations should be but sparingly used; they catch dust and are very hard to keep clean, besides giving a cabin too much the appearance of elaborately got up upholstery; the neater and plainer its workmanship is executed, having regard to the harmonious combination of colours in the wood with which it is fitted, and the velvet, or cloth of the sofas, the more chaste and elegant it will look, and gilt beading should be very sparingly used indeed.

THE PLAGUES OF EGYPT.

"THE heat is intolerable," you say : The way you have been growling and fidgeting about it, and striking at the flies, as they light on your nose, or your bald pate, is enough to have made you hot on a cooler day.

Let's see what's the actual state of affairs? A nice lofty room, with the windows open, and the venetians down outside the glass—How's the thermometer? 79°. Confirmed old growler, the best cure for you is to take you to a hotter place—you'll find this room cool enough when you return. I've an hour to spare, where shall I take you? "Let's try Alexandria."—Imagination will take us farther than that in an hour, if you wish it ; but I think Alexandria will do ; not only is it tolerably warm, but we shall find every variety of your friends—the flies.

Here we are at the Transit Wharf. It's something hotter here than in Growlington Villa, but nothing to what we shall have presently, when we get into the town away from the sea breeze. Here are the donkey boys—"Take donkey, Mr. Captain." "Very good donkey." "You not remember me, Mr. Doctor? "I take you Bompey Billar."

Almost all strangers arriving here, are classed by the donkey boys under the head of Captains or Doctors ; the latter degree being conferred on anybody, whose gait and appearance are unnautical. A very military air will sometimes procure for its owner the title of Mr. Colonel.

"Try Billy Thompson ; very good donkey. Come want go Turkish Bazaar ; I buy you tobacco, everything ; what for you not take donkey?" "Take my donkey Mr. Captain, I shew you Bompey Billar, Basha Balace. You give me what you like, suppose donkey not go, you not pay me."

These donkey boys will escort us half-way to town ; if your temper is as bad now, as when the flies were teasing you, you had better strike them on the legs with your cane ; that will soon get rid of them. Don't strike them on the head or body ; you'll make yourself hot, and it will take no effect on them. If you hadn't been out of temper, we'd have let them follow us, they are rather amusing. They are wonderfully shrewd and intelligent. Look at that little urchin passing us on a donkey ; almost ever since he was weaned, he has been earning his own living ; and a good deal of knowledge of the world he has picked up. He looks about eight years old, but his growth is stunted by insufficient food, and I daresay he is somewhat older. Young as he is, he can speak four or five languages, with tolerable fluency, which is more than you can do, my respectable friend. Look at the drollery in his eye, he is

quizzing us. He is a type of his class ; they are almost all, while young, vivacious, intelligent, and sarcastic; but hard work, insufficient food, and the habit of being kicked, and cuffed by everybody, make them prematurely old, and they then sink into a state of abject brutish stupidity. I have never seen one of them return a blow from a European. This is attributed to cowardice, I think unjustly, they are overawed by European prestige. I expect there is just as much pluck in our little friend as in that tall, well bearded Greek, who invites us into his shop, with " Want any otto of roses, Getlemens."

You will find a fine collection of rubbish in his shop, and he is able and willing to cheat you to any extent. There are a good many of that class of men here, with remarkably handsome features, and sinister expression withal, which would make me unwilling to meet two of them in a lonely place at night. Last summer it was very unsafe to go about after dark in Alexandria. An immense number of robberies were committed, principally by these Greeks, and a low class of Italians.

Here we are, near the entrance to the Grand Square, what a concourse of people, what an immense variety of dresses, and physiognomies? Don't ask me their nationalities. I never was very strong in Geography, and if I were, I shouldn't have time to repeat them, within the hour. The European nations represented here in greatest numbers are Greece and Italy ; but there are some of every nation ; latterly the French have mustered pretty strong ; for the last year or two, they have had two or three ships of war in the harbour. The officers and sailors come ashore in the evening, and have done a good deal to relieve the dead and alive appearance of the place after business hours. They have started a Café Chantant, and a Circus.

This is the Great Square, it has been vastly improved within the last two years. The centre of it has been railed in for pedestrians ; fountains have been constructed, which play in the evening, and trees planted, which in a few years may, perhaps, be very fine. This is a favourite promenade in the evening. Those who are more adventurous, take a carriage, and drive along the banks of the canal to the Pasha's gardens, which since they have taken to watering them are very pretty. In spite of all these advantages, Alexandria is not the place where, if I had a fortune, I would go to enjoy it. The dust, the heat, the glare, and the flies render it a most undesirable residence during six months of the year. We have not time to see the staple sights of Alexandria, Pompey's Pillar, Cleopatra's Needle and the Pasha's Palace. I must refer you to the guide books for a description of them ; I think an hour may be passed much more pleasantly, in watching th

odd varieties of people here, than in riding or driving to these places in a scorching sun.

We've chosen the best time for our visit, an hour later, at twelve o'clock, everybody would be gone to dinner, and then to siesta till between two and three o'clock. We'll stand at the corner of the square for a few minutes and watch the people, and then stroll back through the bazaar. Look at that solemn old Turk, with a venerable white beard, with what imperturbable gravity he passes through the crowd on his donkey, his feet almost touching the ground. His venerable appearance promises him very little respect. Greeks and Albanians, French and English, jostle him as they pass; his phlegmatic features display no emotion, perhaps he is thinking of, and regretting the good old times, when the Giaour was bound to submit to insult at the hand of the true believers, and if struck, must not strike again, under penalty of losing his hand, but must "kiss his beard, or the skirt of his garment, and smile upon him, and then he will let him pass."

There go two or three Albanians, terribly fierce looking men, in very picturesque dress there and some grinning negroes in the most airy costume. "Guarda"—stand on one side, here are some people of distinction in a carriage, taken along at the brisk trot of two smart little Arab horses. Their horsekeeper runs before them, and warns the vulgar multitude to let them pass. This man will run before the horses, for an hour or two under a burning sun, and does not seem to mind it. Here is an old man with a turban, and the filthiest of filthy bernouses; he looks like a beggar; but he is not, at least not in the sense you mean; for all the Easterns here are beggars, and bucksheish is the pass-word to everything, but he is not a professional beggar; he may even be a capitalist. He does not mind the flies; he has at least half a-dozen in the corner of each eye. When the eye gets full it overflows, and the half drowned flies are washed down the side of his nose, where the sun reviving them, they start on a fresh visit. Ophthalmia is very common, and I have no doubt these flies are a medium of contagion, but the glare, dust, and above all, the filthy habits of the people, are the principal exciting causes. Stand here now and watch; I think you will find that at least one in three of the Eastern population have some defect in their eyes.

Now let's go back through the bazaar; it is tolerably cool here, it consists of a number of alleys which are in the shade during the greater part of the day. The workers in each trade have their particular alleys. Tailors, shoemakers, manufacturers of tarbooshes, and a little further on the makers of tassels for the same. There are gunsmiths, and tobacconists who all day are chopping tobacco, in a wholesale way, with a

machine like that with which clover is chopped for horses in England. All through this bazaar, the people appear to work very steadily, and a stranger is seldom importuned to buy.

Here we are at the Transit Wharf again. The P. and O. steamers for Southampton and Marseilles, and the Austrian Lloyd's boat for Trieste, are going to start presently. Let's go on board the Marseilles boat, and see the passengers. There is almost as great a variety here as in the square; there are passengers from Calcutta, Bombay, China, Mauritius, and Australia. Each of these groups has its distinguishing characteristics, easily recognised by persons accustomed to travel with them. There is a splendid variety of head dresses: Mushroom, and helmet shaped pith hats, Manilla straws, and unpretending wide awakes, and these different hats are variously ornamented with poggerees, that being the correct term for rays of different colours rolled round the hats to protect the sides of the head and the back of the neck from the sun. In India, this is absolutely necessary, in Alexandria too, during the hot season, but certainly not in Marseilles, in which place, however, many of our travellers will continue to wear them, to the great surprise of the natives, who shrug their shoulders, and congratulate themselves on their superior taste, and freedom from any such eccentric Brittanique. But the hat is not the only peculiarity in the dress; there are coats and other garments of extraordinary cut, and colour; some of them such outrageously bad fits, that you are tempted to suppose that they were made for somebody else, and that the bearer has stolen them; but at a second glance the worthlessness of the articles induces you to discard that idea.

Just now they are in a terrible state of confusion, every body fancies that one of his boxes has been left in Egypt or put on board the Southampton boat.

The Purser is in great demand, he is seated in his cabin, and a crowd of some twenty-five persons is round his door, struggling hard for priority of speech to that important personage. This gentleman, never could sleep in a fore and aft berth; that lady would like a cabin to herself, and the adjoining one for a dressing room. Mrs. Thingummy wishes to have her little dog in the Ladies' Saloon, and the other ladies wish the little dog in the bottom of the sea; and Captain Humguffin, Mrs. Thingummy's cousin, or her husband's intimate friend, is there to protect her interests and to threaten the purser, with all sorts of pains and penalties, if he does not accede to her most reasonable request.

Poor Purser, he ought to be a most patient man, he is being coaxed, bullied, and threatened, the thermometer is at 92°, and the crowd round his door prevents a breath of air from entering his cabin. Already six

complaints are going to be made about him to the Captain, and as many more, to the managing directors. Poor fellow, you say, what an unfortunate voyage for him ; not at all, it happens every voyage, by this time to-morrow every one will have shaken down into his place, and with the exception of two or three constitutional growlers, will be as contented, and civil, as sea sick, diseased livered Indian passengers can be. The bell is ringing for a start, we won't accompany them, but go straight back to Growlington Villa, and the next time you are seated in that airy room, complaining of the heat and the flies, cease your murmurs, and thank your stars that you're not a purser in a ship starting from Alexandria, in the month of August.

REMARKS ON THE WAVE-LINE PRINCIPLE.

IN the article on the Wave-Line Principle, published in the No. for April, it is stated "The Wave System destroys all idea of any proportion of breadth to length being required for speed." Again "A vessel meant to go ten knots an hour can be propelled efficiently at that speed, if her length and form be right, whether she is three feet beam or thirty feet."

This result is very startling, and appears to be quite irreconcilable with that derived from experience, as in general the fastest yachts have the greatest length in proportion to their breadth. The limit to the ratio between these dimensions being apparently fixed by the necessity of fulfilling other conditions than that of passing through the water with the least resistance.

The Wave Theory, however, seems to lead to this result from two assumptions—first, that the only work to be done in moving a vessel through the water is that necessary to effect the lateral transference of the particles of water, while that required to overcome the resistance of the friction of the water against the sides of the vessel appears to have been neglected altogether. Second, that the wave line bow is capable of doing this work in the most economical manner, independent of any relation between its length and breadth. But even granting the truth of this latter supposition, there is reason for believing that the former one does not represent the facts which present themselves in practice. The resistance due to friction has long been recognised as forming a considerable portion of the total resistance offered to the passage of a vessel through the water, and it has lately been shewn by Mr. Rankine, in a paper read before the British Association, to form by far the *greater*

part of that resistance, he has also given a simple formula expressing approximately, that resistance when the form of the vessel and the speed she is driven at are so related that the water at the bow and stern is not piled up into waves. This formula, when applied to steam-ships, gives results closely agreeing with those derived from experience, and when applied to the well-known yachts *America*, *Titania*, *Mosquito*, *Cygnets*, and *Thought*, it gives the numbers expressing the resistance to their passage through the water to be—

*America	2556		Mosquito	1449·4		Thought	917
*Titania	2568		Cygnets	1906			

From the very different tonnages of these vessels it would be difficult to form any definite conclusions as to whether these numbers represent their relative powers of sailing; but if we suppose five vessels of the same tonnage as the *Mosquito*, built after the model of these yachts, their relative resistances will be expressed by the following numbers—

America model 1157·2		Thought model 1569·5		Titania model 1734·8
Mosquito do. 1449		Cygnets do. 1570·7		

Of course a small resistance is not the only property necessary to render a boat a quick sailer, but amongst vessels of the same tonnage, and there be no considerable defect in other respects, it will doubtless be the principal cause that will determine their relative speeds, and the numbers last given sufficiently agree with the performances of the vessels from whose models they have been deduced, to shew a further coincidence between the results of Mr. Rankine's analysis and those of experience.

Now the theory of the principal resistance being due to friction, assigns a certain proportion of breadth to length, viz., that of 1 to 7, as the most suitable where high speed is to be attained, and here we have the result of the latest analysis. Pointing in the same direction as the experience of yacht builders, take for instance, the cutters *Mosquito*, *Lulworth*, *Thought*, the ratio of the length between outsides of stem and stern-post to breadth, is here represented nearly by the numbers 4·12, 4·49, and 4·77, while in the *Wildfire* the ratio rises as high as 5·41, and this possibly may be one of the causes which has enabled her, notwithstanding the disadvantages of her schooner-rig, to contend successfully with cutters.

It would appear then that the relation of length to breadth is of more importance than the Wave Line Theory would represent it to be,

* These numbers have been taken from the published abstract of Mr. Rankine's Paper.

and that it is even possible that if builders could find means of overcoming the difficulties of rig, &c, necessarily connected with great length, they might adopt successfully a proportion of length to breadth greater than has yet been tried.

C. E.

ON THE CONSTRUCTION OF IRON-CASED VESSELS OF WAR.*

(*From the Naval Architects' Transactions.*)

LET me endeavour to pave the way for such a discussion by asking the naval man what it is that he wants?

First Element of Construction.—*Number of Guns?*

Our admiral, present or future, says, I want a great many guns, and a steady and roomy platform to fire them from. Next I want my ship to carry her ports well out of the water.

Now, to be plain, these things are, to set out with, difficult if not impossible in combination, especially in a shot-proof ship. In any case they are costly—I don't mean in money—but in other points of perhaps equal importance.

But these things can be had if they are worth the sacrifice. I must insist, therefore, in your giving me the exact number of guns you will be content with, to be carried in the shot-proof part of the ship, and I take that as my first element.

Second Element of Construction.—*Height of Portalls out of water?*

At the outset, then, we must ask the naval commander to settle what is the height at which his First-rate must carry her ports out of the water. Is it to be 5 feet, 6 feet, 7 feet, 8 feet, or 9 feet? 5 feet is an old First-rate, 6 feet 6 inches is the *Gloire*, 7 feet is *Sir William Symonds*, 8 feet is *Sir Baldwin Walker*, and 9 feet is the *Warrior*.

Now I hope this meeting will tend to settle some opinion on this point. Given the beam of the ship, every foot in height adds enormously to the difficulty of ensuring a steady gun deck, and an unsteady deck loses all the good for which a high port is wanted.

I have ventilated this question much among my naval friends. None of them will let me off with less than 7 feet for portall out of the water, for a sea-going ship—and on our shores there is no question of any other; most of them are content with 8 feet, and some say that 9 feet is better at whatever cost.

* Continued from page 220.

To all this I have one answer, and but one,—you can have 9 feet with certainty, but at very great cost. That cost comes out of the great beam which is necessary to carry a main deck and its weights so high out of the water. But with great beam it can be done, and we know how to do it.

Third Element of Construction.—*Distance of Ports.*

Next I must ask you to settle for yourselves, how much room you want on deck to fight each gun? Will you take 9 feet? No! 12 feet? No! 15 feet? Or like the *Ariadne* 19 feet—so that your 300-foot deck shall only carry 28 guns?

You say you will be satisfied with ports 15 feet apart from centre to centre. Well that is moderate and fair, but it is costly, and 12 feet would do. But I like 15 feet as well as you do, only it is costly.

Fourth Element of Construction.—*Thickness of Armour?*

Let us, the naval architects, next ask you another question. You want your ship to be shot-proof? What will you accept as shot-proof? Do you mean shot-proof in proportion as wooden liners were shot-proof in old days, that is, a great many shot stopped by the hull of the ship and sticking in her side, and not so many getting through, wounding men, and disabling guns? Or do you mean absolutely impenetrable to modern artillery?

This question is also a matter in which your asking too much is to be heavily paid for. My belief is that 6 inches of good iron plate judiciously put together will keep out anything. My old friend R. L. Stevens, of New York, whom I take as the father of this system, found it keep out 68 pounds of the most powerful charge and weight of wrought-iron shot. I believe they will do so in practical warfare, if not in continued experiment. But if you will not concede to me that 6 inches will do, I think I can say that seven or eight will defy you. The *Warrior* I take as $4\frac{1}{2}$ inches iron coating, 18 inches wood, and half an inch iron; putting it together, we get its equivalent as $4\frac{1}{2} + 2 + \frac{1}{2} = 7$ inches iron altogether, and I will take it so,—that 7 inches iron, the equivalent of the side of the *Warrior*, is practically it a naval engagement impenetrable, i.e., that more harm will be done by shot entering ports than by firing through the side.

I am now prepared with data which will enable us, the naval architects, to say how much you can have of what you ask in the way of armament, and at what price. But it will be better, first, to ask you one or two more conditions.

Fifth Element of Construction.—*Speed. If Swift or Slow?*

At how much do you value speed—and how many knots do you demand?

To get a useful answer in this matter I must ask you to put it into guns. Thus I give you 11 knots and 50 guns, or I give you 15 knots and 30 guns. Whether will you have a frigate that can sail round and round her enemy, choose her time, choose her place, choose her weather, and either accept or refuse battle just as she will ; or whether will you take the slow coach ?

The answer will be this, probably,—But if you can give me 15 knots, why not give me 50 guns also ? The answer is, Money. But you answer, that in war efficiency is money ; that a defeat is too dear at any price, and a victory cheap at the cost of certainty.

This last is probably the wise rejoinder, and so I will take the answer as it stands,—that *the odds are with the fast vessel, that 15 knots are worth their cost, and that the slow ship is dear at any price.*

Sixth Element of Construction.—*Fuel. For what Distance.*

But there is another point,—You wish your ship perhaps to be ready to go anywhere, and do anything ? Now, if by this you mean that she is to be able to keep the sea, and do long voyages, not as a sailing ship, but a fast steamer, to go in search of a flying enemy and not to return till she gives a good account of them, you make a further demand, which is again only to be secured by a sacrifice.

Such a ship must reach the Cape of Good Hope by steam alone ; she must coal for 5,000 miles.

If all these points are desirable and worth the money, we are now in a position to say if we can do what you want, and to reckon the cost as follows:—

Summary of Elements of Construction.

I.—Armament ; II.—Nine feet out of water ; III.—Fifteen feet apart ; IV.—Eight inches of iron side ; V.—Fifteen knots an hour ; VI.—Fuel for steaming 5,000 miles.

Besides these General Elements of Construction, we may name the following *Special Considerations* for special circumstances:—

VII.—Special draught of water ; VIII.—Special limits of extreme dimension ; IX.—Smooth water ; X.—Harbour defence.

Data for Structure Battery.—Iron Armour 8 inches thick, weighs 320lbs. per square foot ; or, 7 square feet of iron side weighs 1 ton ; Depth of iron side, shot proof, is 21 feet ; One foot forward of iron side weighs 3 tons ; One foot forward of two iron sides weighs 6 tons.

These dimensions arise from 9 feet portsill ; 5 feet above portsill ; and 7 feet between wind and water.

The height of this weight of 6 tons, at its centre of gravity above water, is $3\frac{1}{2}$ feet.

Armament.—Let us take Armament and all relating to Ammunition at 15 tons per gun ; say, for each foot forward 2 tons.

Hull.

Taking the Hull of full strength, independent of Armour : say, for each foot forward, 8 tons.

CONSTRUCTION OF CLASS III.

From these data let us now commence the construction of an Iron-Plated Corvette, with a protected battery of 20 guns :—

1. *Area of Midship Section.*—To carry Protected Side, 6 tons, 216 sq. ft. ; to carry Armament, 2 tons, 72 sq. ft. ; to carry Hull of Battery, 8 tons, 288 sq. ft. ; to carry engines, 6 tons, 216 sq. ft. ; to carry fuel for 2,500 miles, 6 tons, 216 sq. ft. Total area required, 1,008 feet.

2. *Length of Ship for Speed.*—Length of Battery for 10 guns aside, say, *minimum*, 150 feet ; length of Bow, for 15 knots, 135 feet ; length of Run, for 15 knots, 90 feet ; Screw, 10 feet. Total length of Ship, 385 feet.

3. *Horses' Power.*—With, say 1,000 feet area of section, we certainly require 1,500 good horses' power for 15 knots. For 2,500 miles of distance we certainly require 1,500 tons of Fuel.

4. *Displacement.*—1,008 square feet of Midship Section judiciously disposed in a fast ship for 15 knots an hour, gives us as the whole Displacement, say 7,500 tons.

Disposed of as follows :—

5. *Weights.*—Hull and Coating, 2,400 tons ; Machinery, Screw Propeller, &c., 1,500 tons ; Equipment and Armament, 600 tons ; Coals for 5,000 miles, 3,000 tons—Total 7,500 tons.

6. *Dimensions.*—Now, all these points indicate a Ship of 5,000 tons Nominal Tonnage ; 1,500 Nominal Horses' Power ; and 7,500 tons Displacement ; with a Beam of over 50 feet, a Draught of Water over 20 feet ; a Length about 380 feet.

CONSTRUCTION OF CLASS II.

We next consider the construction of the New Iron Steam Frigate with a protected Battery of 50 Guns :—

1. *Area of Midship Section.*—To carry Protected Side, 6 tons, 216 feet ; to carry Armament, 3 tons, 108 feet ; to carry Hull of Battery, 10 tons, 360 feet ; to carry Engines, 7 tons, 252 feet ; to carry Fuel, 7 tons, 252 feet. Total area required, 1,188 feet.

2. *Length.*—Length of Bow, as before, for 15 knots, 135 feet ; length of Run, as before, for 15 knots, 90 feet ; screw, 10 feet ; additional length of Midship Body to carry Battery, 200 feet. Total length of ship, 435 feet.

3. *Horses' Power*.—With, say, 1,200 feet area of main section we require 1,800 Horses' Power for 15 knots ; and for 5,000 miles, 3,600 tons of Coal.

4. *Displacement*.—1,200 square feet of Midship Section judiciously disposed in a fast ship for 15 knots an hour, gives us a Displacement of 10,000 tons.

Distributed as follows :—

5. *Weights*.—Hull and Covering, 3,600 tons ; Machinery, Screw Propeller, &c., 1,800 tons ; Equipment and Armament, 1,000 tons ; Coal for 5,000 miles, 3,600 tons. Total, 10,000 tons.

6. *Dimensions*.—Now these points indicate a ship of not less than 7,000 tons Nominal Tonnage ; 10,000 tons Displacement ; with a beam over 50 feet, a Draught of water over 20 feet, and a Length about 440 feet.

CONSTRUCTION OF CLASS I.

The construction of the new First Rate, Class I. : This being a First Rate, carrying 100 Guns on Two Shot-Proof Decks, is attended with fewer difficulties than the other classes, and possesses considerable advantages. These advantages and facilities arise from mere bulk. The first advantage is that the coating being only 8 tons per foot forward, and enclosing a second deck, bears a much smaller proportion to the effective armament and the other weights of the ship than in the smaller ships. Thus we have :—

1. *Area of Midship Section*.—To carry Protected Side, 8 tons per foot, 288 feet ; to carry Armament, 4 tons per foot, 144 feet ; to carry Hull, 12 tons per foot, 432 feet ; to carry engines, 9 tons per foot, 324 feet ; to carry Fuel, 9 tons per foot, 324 feet. Total area required, 1,512 feet.

2. *Length*.—Length of Bow, as before, for 15 knots, 135 feet ; length of Run, as before, for 15 knots, 90 feet ; Screw, 10 feet ; Additional length of middle bands, 250 feet. Total length of Ship, 485 feet.

3. *Horses' Power*.—With, say, 1,500 feet area of Midship Section, we require, for a speed exceeding 15 knots, a power of 2,500 horses ; and for 5,000 miles, say 4,500 tons of coal.

4. *Displacement*.—1,500 square feet of Midship Section, judiciously disposed in a fast ship designed for 15 knots, on a length of 475 feet, will give us a Displacement of 15,000 tons.

Distributed as follows :—

5. *Weights*.—Hull and Coating, 6,000 tons ; Engines, Screw Propeller, &c., 2,500 tons ; Equipment and Armament, 2,000 tons ; Coals, 4,500 tons. Total, 15,000 tons.

6. *Dimensions*.—All these points indicate a ship of 10,000 tons Nominal Tonnage ; 15,000 tons Displacement ; 25 feet minimum Draught of Water ; and 60 feet minimum Beam ; and about 457 feet long ; propelled by nearly 2,500 Horses' Power ; and carrying 4,500 tons of Fuel for 5,000 miles.

GENERAL REMARKS ON THESE CLASSES.

The First Rate.—I think this last class gives us a practicable ship of the line with two tiers of guns ; and if I go high up in point of size, it is because you will see, from what we have now done, that it is only by going upwards you can either get a large armament or a cheap ship. I should have said the little ship I gave you would cost about £15,000 per gun ; the next size would cost £10,000 per gun ; and the large one I now give you will cost about £7,500 per gun.

I have no hesitation in saying this ship of the line will be the best bargain of the whole fleet. But, I should have said, I am not sure she is for all purposes the most expedient ship, for as you make a larger ship, you may also make the blunder of putting too many eggs into one basket ; and for many purposes it is not desirable to have this large class of ship.

Now let us see what that has given us. That has given us the following cross section, for we must now abandon the previous transverse section.—

You must now have a ship of 60 feet beam as a *minimum*, with a parallelogram of 60 feet as its midship section. You must have it that beam, and 25 feet depth in the water, and you will have as a necessity about 24 feet of her out of the water ; I will take it at 25 feet for the sake of round numbers, 50 feet deep and 60 feet beam at a *minimum* ; but this is not yet the midship section of a ship, but a mere parallelogram. To make a ship of it, I must, as before, cut off a certain piece of the area of the parallelogram in one place, and add it in another place ; and unless you want to increase your depth, you have, as we have in all large ships, a much flatter bottom in the larger ship than you have in the other. As the ship becomes larger, you are compelled to fill up the bottom in order to carry the weights. Instead, therefore, of 60 feet beam merely, you must in practice have about 66 feet beam in order to give a proper shape with the given area of midship section.

This is your inevitable 100-gun ship, and this is what I have ventured to call your first class.

You must have 475 feet length, as the length to carry the armament and give all the other qualifications you require.

This is the manner which the designs of your ships have made them

selves. When you have settled the conditions the ship must fulfil, and defined the elements of construction, you have in fact almost constructed the ship. Permit me to say the horse power has settled itself in the same manner. For the third of this class you require 1,500-horse power, for the second of this class you require 1,800-horse power, and for the first of this class you require 2,500-horse power to give your 15 knots.

Thus, then, we may be said to have built the ship. I should say this calculation allows, in the centre of the battery of the ship, room for coals for 2,500 miles; it also allows, in the end part of the ship, stowage for an additional 2,500 tons of fuel, so that in these vessels, with these proportions, you can carry coals for 5,000 miles at a speed of 15 knots.

The PRESIDENT : What is the tonnage ?

Mr. SCOTT RUSSELL : The tonnage in Class III. is 5,000 ; in Class II., 7,000 ; and in Class I., the largest class, 10,000 tons.

My Class II. is longer than the Warrior, because the Warrior carries only 900 tons of coal, and that I think is fuel for only five days ; and if it is desirable that all this future class should take the sea, then it is a question whether she ought not to carry coals for 5,000 miles.

It is my duty to state, in regard to the Warrior, that we in England have had opportunities which Mons. Dupuis de Lôme did not possess in La Glorie, because we are a country of iron, we have extensive private dockyards, and are extensively acquainted with the manufacture of iron, and therefore we are able to undertake the construction of much larger and more powerful vessels than he could possibly have constructed : because, I may say, although I am not now going to enter at any length into the comparative merits of iron and wood, I may say a vessel of the size, and power, and requirements, and protection of the Warrior, it would be impossible to put together in any form of wooden structure with which I am acquainted, so as to stand the wear and tear of a long voyage under a heavy propelling power, at a high velocity in a rough sea. I hope England will never send out any fleet, on which her reputation shall depend, that is not able to face a heavy sea, that is not able to keep to the sea for a long time, that is not able to perform high velocities in rough weather ; not able, in short, to perform those long voyages at sea which will enable us to pursue, run down, and finally capture or destroy an enemy wherever he may choose to appear.

The Second Rate, or Frigate, or Warrior Class.—I will now come to Class II., and I should like to call this the Warrior Class, because although we shall from time to time, no doubt, find means of making improvements upon the Warrior, and although I shall take the

liberty of suggesting the direction in which some of those improvements may come, I take it for granted that the Warrior is something like the type of the class of ships we are to have.

Let us see how the Warrior came to be constructed as she is ; because I say again, in designing the Warrior we had no choice left to us.

It is remarkable that the designs of the Admiralty, the designs of myself, and a considerable number of the designs afterwards asked for by Sir John Pakington from other builders, all come to within very little of the same size of ship ; and, therefore, you may consider that it was the conditions that in a great measure made that ship.

Now the conditions of what I will call the *New Warrior Class*, I will not adhere to strictly, but I will build you a ship, under your directions, which shall be able to carry 20 guns of a side well, and we will take it as a 40-gun ship.

Well, then, you say you must carry 40 guns on one shot-proof deck, with a speed of 15 knots : then see what you will do. In demanding 20 guns of a side, you demand a battery 300 feet long.

I begin by giving you that battery. Suppose that to be 50 feet wide and 300 feet long as a parallel midship body ; that is the space required for your 40 guns 15 feet apart. You go on, then, and say you must have 15 knots speed in the Warrior, because our friends on the other side of the Channel are counting upon 14 knots.

But for that I can spare some of the middle body. For that purpose I can spare 50 feet of each end of the middle body, and I put on at the bow reckoning from what I have spared. I will put on at the bow again, as before, 135 feet of entrance : I will put on at the stern 50 feet of run ; and now you will see what I have got. Add these together, and you have a *minimum* length of 425 feet for the 40 guns. In fact, however, you have the Warrior herself carrying 36 guns on 220 feet of battery. Therefore we have no choice of smaller dimensions in building such a ship as the Warrior, and if you say she is to carry 40 guns, we are compelled to build her of these *minimum* dimensions, and I say the *minimum* dimensions on which the Warrior could have been built are something between 54 and 58 feet beam, and 380 to 400 feet long.

You will thus see how, with given conditions, a vessel of this class inevitably assumes certain dimensions. The Warrior could not have fulfilled the conditions under which she was constructed under smaller dimensions. For my part *I prefer that the future Warriors should be larger* than that already made. I have before stated what is the *size* which I personally prefer to the Warrior for this class in future. I have given as my size for my future Frigate Class a larger ship than

the Warrior. The Warrior is 6,000 tons burden ; I take 7,000 tons. The Warrior carries 28 guns, or 14 guns a side in shot-proof battery ; my frigate carries 50 guns, or 25 guns a side in shot-proof battery. The Warrior carries 900 tons of coal ; the frigate carries 3,600 tons. The Warrior is only partly shot-proof ; mine carries her armour nearly or quite from end to end—only I decidedly prefer leaving a portion at the bow, where it is narrow and fine, unloaded with the heavy weight of armour where it can be of little value for protection. I believe that Class II., the fifty-gun frigate, of the general construction I have herein indicated, is the most serviceable kind of ship which our present state of knowledge enables us to construct.

Class III. The Corvette Class.—This is a class of ship too small to be coated with shot-proof armour throughout the whole of her length without losing both the speed and the other sea-going qualities which it is considered the ships of the English fleet should possess. If speed in a ship of war were of no value, if height of ports were of no consequence, if good qualities in a heavy sea could be dispensed with, then vessels of this size might be built coated from end to end with armour of the necessary thickness. These, however, would cease to bear worthily the name of British ships of war, and would be known as harbour batteries, or smooth water craft ; or they might be designed for some special purpose, such as merely to cross the Channel in smooth water. But I am not discussing such ships, of which our own floating batteries are a notable example ; I am speaking of ships fit to bear the British flag in all waters, and in all weathers.

With speed and sea-going qualities, vessels of less than a given very large tonnage cannot carry complete protection. We must therefore adopt partial protection. But partial protection may be given either in degree or in quantity. If in degree, the protective plating must be thinner and less impenetrable, and then the armour may be spread out over a larger space. But if it is of full shot-proof thickness, it must be confined to moderate length.

In regard to the ends of the shot-proof battery, it is indispensable that they be enclosed by shot-proof bulkheads if the ends are left entirely unprotected. But it is matter for serious consideration how far these ends should not be rendered at least shell-proof, and whether without a serious addition to their weight they might not be so protected in a degree as to be comparatively secure, so that their battery might be fought under all ordinary circumstances without extreme exposure.

It is also to be observed of this class that the ends must be specially provided with numerous horizontal water-tight iron decks, and vertical

transverse and longitudinal bulkheads, like the Great Eastern, only in a higher degree, so that damage to the ends should be so limited as not to incapacitate the central stronghold for efficient action.

It is obvious that this Class III. of mine is a vessel similar in its general class to the Warrior, as actually built. It is smaller than the Warrior. But if the three classes of ships I have ventured to indicate should finally be adopted, as I think it not improbable they will be ; and if the name of First Rate be given to my shot-proof ship of 100 guns, and the name of Frigate be given to my second class, carrying 50 guns wholly protected on one deck (admitting, of course, ten or more additional on the upper deck), then the name of Corvette should be confined to the Class III., of which only a part of the gun deck is entirely shot-proof. In that case the Warrior would belong to the future Corvette Class, and be a fine example of that class.

Qualities of these Ships.—The next point we have to consider—and that is a serious difficulty—is, how to give you, with these vessels, a *steady gun platform*. That depends upon an *arrangement of the weights* and the *form of midship section*, and that is one of the greatest difficulties we have to contend with. I will not go into the exact manner in which that is to be done, because each accomplished ship-builder knows exactly how he would propose to give a vessel the qualities of easy rolling and a steady platform ; but for this it is necessary we should remember that there are three great points to be attended to in a vessel, which determine her qualities in this respect.

Rolling and disposition of weights.—The first question is, What do you mean by easy rolling, because there are *three kinds of rolling*. One is a kind of rolling in which a vessel rolls in the water like a pendulum, merely owing to the balancing of weights and the roundness of her shape. The old East Indiaman used to be set rolling and kept rolling in the smoothest water, and took a long time to settle. This is *rolling in the water*, and that depends mainly upon your having a perfect solid of revolution for the body of your ship, which the old barrels of the East India Company always were. That in these vessels you must not have. You must avoid the barrel shape. The next point you must take care to have in order to avoid rolling is to have enough breadth, and not too much breadth. That is why I have sought in this case to keep down these vessels to a *minimum* section. This second kind of rolling is *rolling with the sea*. The last is the most difficult point, it is *rolling against the sea*. Allow me to say, the great consideration by which you will render the platform stable in this respect will be by using the weight of the boilers and machinery *as ballast*. To use the weight of

the boilers and machinery as ballast, you must make the floor of the ship in the engine-room as flat as you can. You must make room for the boilers and machinery as low down as you can ; and giving a section which will allow these weights to get to the lowest points will be the most effectual method of counteracting the superincumbent armour, and that having its centre of gravity considerably above the water, you can, by putting the centre of gravity of the other weights below the water, in a great measure counteract the excessive effect of the top weight. These weights put well down are the best kind of ballast you can have to prevent the too great motion of the ship with the rolling of the sea, or to act *against* the roll of the sea.

Best disposition of materials.—The next point the naval architect has to consider is, how to use the materials at his disposal in the best manner to combine, with the property of resisting shot and shell, the general properties of strength, durability, and safety in the ship.

On this point I shall be brief, because it is simple, and, I hope, will gain your conviction immediately upon my stating it.

I think we have still a great step forward to make in the mechanical use of the materials in our ship. Mr. Samuda has explained to-day how he would use these materials ; other gentlemen will explain by-and-by how they would use these materials ; but I will not occupy your time by going at any length into the manner in which I should use them. But there is one great principle which I should wish to be reviewed from this stage of our proceedings, and it is this : Hitherto the heavy plates of iron that have been used exclusively to protect the ship from shot and shell have been a heavy load upon the ship, doing all her qualities a great deal of harm, and making it difficult to construct a ship strong enough to carry it. The change which I purpose, and which I hope to see carried out, is this, that we should learn how to use this iron-coating in such a manner, and have leave to apply it in such a mechanical way that, *instead of being a load to be carried, it shall assist to carry itself*; and by that means we shall greatly contribute to strengthen and carry with it the whole of the rest of the ship. In other words, instead of planting the plates as large masses of dead weight stuck on the outside of the ship, let the iron material be worked up in the structure of the ship so that every foot of iron plating shall be strength gained, and enable us to combine with protection the other good points of the ship, so that we can carry none but useful weight. That is the reason why I ask you to go so far with me as even seven or eight inches of thickness of armour above, because I believe it is settled by satisfactory experience that if instead of building on single thick plates, you

take separate plates of properly proportioned thickness, and lay them in two, three, or more layers so as to form the side of the ship, leaving the outside one of sufficient strength to withstand the first impact of the shot, you would be able to work up the whole of the dead weight into the hull of the ship.

The change this would make is this :—Whereas some of the vessels now being built are so heavy in the hull that they cannot carry the necessary quantity of coals for a long passage, that weight being in future made a part of the hull will have so much surplus of weight for coals and other useful weight, instead of being mere dead weight. There will no doubt be difference of opinion as to *how* this should be done. Every one will have his crotchet on the subject. I have plenty of crotchets of my own as to how I would do it. But I am quite certain of this, that shipbuilders will not long consider it creditable to load a ship with mere dead weight consisting of most valuable material, instead of working that up, *so that every plate you put on shall contribute to the strength of the whole structure* in the proportion due to its weight.

Of Smaller Classes.—I have not said a word, nor do I intend to say much, upon the large question of what we are to do when we go downward to smaller ships. The question is important, because it will not do to have all our ships of this enormous size, we must also have smaller ships ; and if you take smaller ships you must unluckily diminish the quantities of the ship which you cover with iron and reduce the number of guns ; and the lower you go the less armament you can carry, and the more it will cost in proportion. There is only one mode known to us to enable us to elude the effect of the shot. I agree with Mr Samuda in thinking that the real effect of these plates lies in their weight ; in the weight which, like the anvil, they oppose to the action of the hammer which cannot break the anvil. This being the case, we cannot apply these masses to ships of smaller size rising out of the water, and, therefore, all we can do for the smaller ships is to try to make the shot glance off them—to *dodge the shot* if we cannot wholly stop it. There is no doubt it has been proved by those extraordinary experiments of Mr. Josiah Jones that a small angle will have the effect of deflecting the shot, and that shot striking repeatedly on nearly the same place would be deflected without doing a great deal of harm.

Of partial protection.—In all the smaller classes of vessels, we have seen that we must resort to partial protection, either in quantity or degree. By shape or obliquity we may do something to lighten our weights ; by incorporating the armour-plate with the structure we may lighten and strengthen the whole.

But for partial protection in degree we have still everything to learn. We ought long before this time to have possessed the results of a complete series of practical experiments, showing exactly the degree of protection which iron plates, of every thickness, at every distance, in every number, and at every angle, would afford against each nature of ordnance and of ammunition. Unhappily the Admiralty has not furnished this. Instead of experiments, to show what conditions and combinations would be most successful, we have little else than those which were least likely to be of use ; or, in other words, most likely to fail.

What this profession now most imperatively demands is, a complete series of experiments showing what is the kind and degree of protection which iron affords under the different circumstances in which it may be fired at, and in the different mechanical combinations in which it may be used in the sides of a ship ; and if this meeting produce no other benefit than inducing the Government at once to give us this boon, it will have deserved well of the country. For this knowledge we now wait.

I think these are the main points which are to determine the structure of our ships. I think you see from what I have said that in designing a ship there are a great many matters in which we have no choice left us.

Many of my friends besides me ask, "Why was the Warrior coated from end to end?" Many of my friends may say, "Why do you not coat all your smaller vessels from end to end?" I have already answered, my reason is, "I cannot coat them from end to end and preserve in them at the same time the good qualities that I desire to preserve."

Let any sailor look at the fine entrance and fine run, and then look at the heavy coating of armour which is carried on the top of those fine ends, and then let me ask him, whether he thinks as a sea-going ship on a long voyage it were well to load the extremities of that vessel, propelled at 15 knots, with the superincumbent mass of iron he sees there? That must be matter of opinion, but still it must be a matter of size. If you go to a large size—the size of the 50-gun Frigate Class—if you go up to the First Class size, then all your difficulties disappear. The skin is light to the mass of the body ; the proportion of the weight of the protecting iron to the displacement of the hull becomes extremely small ; and when you go to a large ship, you can coat from end to end and carry your battery from end to end with impunity ; but if you ask me to do that upon the smallest scale of ship, I say it is impossible to

do it without sacrificing qualities which are much more valuable. Then, as to the further points of detail in a ship, they are so numerous, and the discussion of them would occupy so much time (and no doubt they will be alluded to in the discussion which is to follow), that I will not now go into them. I will apologize for having laid my views before you at so much length, and I trust that the various points I have entered into will be further elucidated by the many able gentlemen of both professions who are to follow me, and that those I have omitted will be supplied by abler hands.

METROPOLITAN SAILING MATCHES.

Prince of Wales' Yacht Club.—On Saturday, May 10th, this club commenced the racing on Old Father Thames, the weather was far from congenial, the morning being gloomy with occasional showers, which no doubt prevented the usual goodly assemblage of the fair sex. The wind was from S.W. to W.S.W. On our arrival at Erith we found three out of the following five ready at their moorings :—

Numbered as in Hunt's Yacht List for 1862.

No.	Names of Yachts.	Rig	Tons	Owners	Builders
560	Jessie	cutter	7	R. Hewett, Esq.	Owner
1096	Violet	cutter	9	Lord De Ros	Aldous
784	Ottilia	cutter	7	J. Burton, Esq.	Unknown
862	Rifleman	cutter	7	W. R. Gade, Esq.	Aldous
485	Haidee	cutter	8	W. Turner, Esq.	Hatcher

The two latter were the absentees—the Haidee not being able to get round from Southampton in consequence of the bad weather, and the cause of Rifleman's absence we did not hear. Many regretted this, as they thought she had a fair chance of winning. The yachts occupied about the usual starting ground; Jessie to the southward, Violet next, and then Ottilia. The starting gun, after the usual preliminary delay, boomed forth the welcome sound at 12h. 42m. 30s. Ottilia was first away, but her sails were not so pliant as the other vessels', for she showed under a very novel appearance in these waters,—that is with battened canvas—somewhat after the fashion of the Chinese junks, with cross pieces placed all the way up the sails at equal distances. However useful they may be to those vessels, here the experiment was, on this occasion, at least, detrimental to the Ottilia.

As we observed above, she was the first to get away, followed by the Violet, which was soon in sailing trim. The Ottilia, owing, we imagine,

from the difficulty of setting her canvas, crossed the bows of the Violet, when the latter slipped under her lee and went ahead, at good racing speed; Jessie followed rather tardily. In Rands Reach the Jessie up topmast, and when off Purfleet and entering Long Reach set jib-headed topsail, the effect of this manœuvre was apparent as she shook off Ottilia. The Jessie and Violet had at this time each a reef down in their mainsails—but which the latter shook out when she observed the Jessie coming up. In St. Clements Violet set a small square-sail which evidently gave her great advantage, as she drew away from Jessie; the Ottilia's chance at this early period was considered hopeless, but as her pilot bore in mind the old saying, "that the match is never lost until its won," he persevered throughout the course.

In Gray's Reach the Violet was leading some distance of the Jessie, when a sudden squall made them careen rather uncomfortably, we imagine to the crews. On entering Gravesend Reach, the wind had partially ceased, and the Jessie changed her jib-headed topsail for a square-headed one, which assisted her much, as the Violet only passed Gravesend about two minutes ahead. Off the Oven Shelf in Hope Reach, a heavy shower of rain came on, apparently the precursor of much wind, this however, passed off without any severe blow, and the two vessels made for the Chapman, the steamer there awaited their arrival, and they rounded her as follow :—

	H. M. S.		H. M. S.		H. M. S.
Violet.....	2 55 10	Jessie.....	2 59 30	Ottilia	3 13 0

After rounding, the Jessie took in topsail, and followed the Violet to the Essex shore, after a short board on the part of the latter, and a rather longer one with Jessie, they bore away for the Blyth, which they ran along in smooth water—the Jessie with a jib-headed topsail, and the Violet with squaresail set. In the meantime the Ottilia seemed bound on a voyage of discovery, and many were the conjectures that she was seeking a harbour of rest; but we have since learnt that the worthy timoneer considered her chance even for second place gone, so made a voyage of pleasure.

Off the Mucking the Violet and Jessie made short tacks, and so progressed into the Lower Hope, the former with a lead of several minutes. When off Town Pier the Violet hoisted topsail, and when abreast Rosherville set topsail and took short tacks to weather the point. Without any change in their positions they arrived at Erith and rounded the buoy thus :—

	H. M. S.		H. M. S.
Violet.....	6 58 30	Jessie.....	7 18 30

The Violet was hailed the winner by 16m., including the 1m. she had to allow for difference of tonnage.

The cup and cover of the value of 20 guineas, a present to the club by H. Dodd, Esq., was handed to Lord De Ros, by the Treasurer, P. Turner, Esq., who congratulated his lordship on winning, which had the hearty response of every one on board the steamer, for at all times the Violet is ever ready to make one in a race, let her chance be ever so remote, and for fair sailing and a strict observer of the rules Lord De Ros stands pre-eminent.

Royal London Yacht Club.—Thursday, May 22nd, the day appointed for the first matches of this club, was ushered in by appearances anything but agreeable for a party of pleasure, the sky was lowering, with occasional outbreaks of rain, accompanied by fitful squalls of wind. Yet notwithstanding these drawbacks, the steamer at Blackwall was tolerably filled with members and their fair friends.

The prizes were for second class, exceeding 10 tons and not exceeding 20 tons, first prize a silver gilt decanter, value £30, second prize 10 sovs., and for third class, not exceeding 10 tons, a silver vase, value £20, for first prize, and 5 sovs. second prize.

The following vessels entered and started :—

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts	Rig	Tons	Owners	Builders
SECOND CLASS.					
754	Oberon	cutter	20	J. D. Hewett, Esq.	Ths. Ir. Works
756	Octoroon	cutter	12	Cecil Long, Esq.	Hatcher
1075	Vampire	cutter	20	Capt. Commerell	Hatcher
THIRD CLASS.					
90	Bessie	cutter	10	J. H. Hedge, Esq.	Harvey
1096	Violet	cutter	9	Lord De Ros	Aldous
485	Haidee	cutter	8	W. Turner, Esq.	Hatcher

The whole fleet were at their moorings when the steamer arrived, and the crews impatient to start. They were moored in separate lines, the smaller yachts above the other class, which rather startled those who were desirous of witnessing both matches, for it was certain if the large yachts started first, there would not be much chance of seeing the others. However, the arrangements were already made, and consequently the second class got under way at 11h. 35m., the Octoroon, with a smartness that was creditable to her crew, was first under canvas, quickly followed by Oberon, whose crew also seemed very active with their

drapery ; the Vampire having the most favourable position, was alive to that fact, and she bounded off with the lead, followed by her compeers with topmasts up which was soon occupied with jib-headed sails—the Oberon setting the example. The wind was fresh from W.S.W., and they flew down Rands Reach with great speed, but on entering Long Reach, a sudden and heavy squall made them stagger under their canvas, and Vampire wisely struck her topsail. This force of wind, however, was of short duration, and before entering St. Clements the canvas was again at the fore, the Oberon, which was second to the Vampire, setting a square-headed topsail. Here the wind lulled considerably, scarcely sufficient to keep the sails from flapping to the mast, and they lazily rounded Broad Ness Point, when, on entering Grays Reach they were favoured with more wind, which accelerated their speed considerably, and in Gravesend Reach the Oberon set squaresail, whilst Vampire shifted topsail, setting a larger one.

When nearing Thames Haven some little jockeying took place between Vampire and Oberon, for as they jibed the Oberon got under the Vampire's lee, which vessel luffed up in order to maintain her advantage, and here a slight collision took place, which produced a protest from Oberon, and from what we subsequently heard, the Oberon complained of the Vampire striking her on the starboard quarter ; and the latter asserted that the Oberon jammed her head against a schooner, she was therefore obliged to touch the Oberon, and who they (the Vampires) considered in fault.

The Vampire having previously to this sprung her topmast, was compelled to strike it, but she still kept the lead, closely followed by Oberon, and Octoroon well up, which latter had gained considerably on her compeers. The steamer now started for the Chapman, and a boat having been anchored the vessels rounded her as follows :—

	H. M. S.		H. M. S.		H. M. S.		
Vampire.....	1 36 50		Oberon	1 37 5		Octoroon.....	1 39 30

The Octoroon having to receive 4min. from each of the others, looked well up, and created anything but a pleasant feeling on the Vampires. The tide had nearly done, and after making a board to the Essex shore, they stood over for the Blyth. The Vampire began to draw ahead, and increased her distance from the Oberon. After hugging the Blyth for a short time the Vampire and Oberon tacked to the north shore, and the latter in coming about, touched the sand, where she hung for a few seconds, when her bow fortunately paid round, and off she came. She now stood over for the Scars Houses, whilst the other two made short boards along the Blyth ; the Oberon finding

she was losing by her long stretch, again returned to the Blyth, and then found herself nearly half a mile behind Octoroon. This vessel was now shewing such good qualities, that the Vampires must have felt peculiarly uncomfortable. Thus they went on for a short time when the Octoroon put an end to their anxiety by touching the sand, and the crew tried to swing her, but after two or three attempts, she stuck fast, and all their efforts to move her were unavailing; they had to lower all her sails, and let go an anchor. Here she had to remain nearly an hour, when the tide having made she was got off. This was an unfortunate termination to her first match, and it is most unaccountable how it could happen, as she was under the charge of an experienced man, one who has been for years employed by the Itchen builders as their pilot. No blame is attached to this man, and the circumstance must be set down to over anxiety, and a miscalculation of his distance.

The race now laid between the Vampire and Oberon, and it was, barring accidents, the former's prize, as she was some two miles ahead, and the time will show that the Oberon had made a fatal mistake in standing over so long in the Sea Reach to the north shore.

	H. M. S.		H. M. S.
Vampire.....	5 50 40		Oberon 5 58 40

Our business now lies with the third class, and from the attention paid to the second class, the account of their doings will be more the result of enquiry than our own observations.

The starting gun was fired at 11h. 45m. 20s., when they all got away, just as the very heavy squall, previously mentioned, was threatening, the Haidee was first canted, without hoisting her mainsail until fairly pointing her bow to the course, the Bessie second away, and the Violet last, being retarded by her mainsail dragging in the water; but a short time sufficed to cover them with canvas, with one reef down in mainsail. They had hardly got away when the squall was on them, and they fairly staggered under it. As they flew down the Rands and entered Long Reach the wind considerably abated, Bessie still leading, with Haidee and Violet in close attendance, and so they continued until off Northfleet when Violet with squaresail set drew ahead, which position she maintained until passing Gravesend, when the Bessie gave her the go-by. Here we left them and steamed after the second class, how they rounded the boat off Thames Haven, we did not learn. On our return we came up with this class in the upper part of the Hope, when Bessie was still leading, by a good half mile, the Haidee and Violet close together; in Gravesend Reach the Haidee stood well over to the

north shore, and the Violet to the south, so they continued on short tacks, which the latter made among the shipping off Gravesend. In Northfleet Hope the Violet came out ahead of Haidee, but which position she did not retain.

In Long Reach Bessie hoisted jib-headed topsail, and so improved her position that the winning flag at Woolwich was rounded as follows :

	H. M. S.		H. M. S.		H. M. S.
Bessie.....	5 31 0	Haidee.....	5 40 0	Violet.....	5 41 30

The Bessie, undoubtedly the winner of first prize, the Haidee the second by 1m. 30s., independent of the minute she had to receive from Violet.

The prizes of the second class were withheld pending the settlement of the protest by sailing Committee, those of the third class were presented to the Bessie (the vase), and to Haidee, £5. In presenting the prize to Mr. Hedge, the commodore stated that although he had won the prize indisputably, the manufacturer was so anxious to exhibit it at the International Exhibition, he, Mr. H. would be deprived of his trophy for the present.

The Bessie and Haidee are so well-known on the Thames that it is needless to say anything about them, but Octoroon was a new vessel, by Hatcher, and as far as we could judge, will add to his credit as a builder. On a future occasion (the Royal Thames matches on the 7th) in which she is entered, we hope to speak more fully on her merits or demerits ; at the present it would certainly be unfair to make comments. The Bessie is certainly a little wonder, and is now champion of the Thames in her class.

Royal Thames Yacht Club.—On Friday, 23rd of May, the racing season of this influential club commenced, and from an occurrence which we shall record will long remain in the memory of those who witnessed it. The Prince of Wales steamer was chartered on this occasion, and left the Adelaide Wharf at 10h. 20m., arriving on the usual ground, at at Erith, about 11h. 27m., where the following yachts belonging to the First Class had been already moored preparatory to the start.

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts	Elg	Tons	Owners	Builders
162	Christabel	cutter	48	H. H. Kennard, Esq.	Aldous
653	Marina	cutter	65	J. C. Morice, Esq.	Ratsey
817	Phosphorus	cutter	50	W. Turner, Esq.	Hatcher
468	Glance	cutter	36	A. Duncan, Esq.	Hatcher
59	Audax	cutter	52	J. H. Johnston, Esq.	Harvey

The vessels were moored in line off the Church, and presented a splendid appearance, the snow-white canvas laid on their decks with willing hands handling the ropes ready to hoist them on the tall and tapering masts. The prizes for this class were a splendid silver gilt tea-service of the value of 100 sovs, and provided four start, a handsome silver chased claret jug and goblets—course from Erith to the Nore and back, time for tonnage, half a minute per ton.

Prizes of the value of 40 sovs. and 20 sovs., for vessels above 12 and not exceeding 20 tons, were offered, but the entries did not fill, so the former mentioned alone competed.

All the yachts having been visited by the commodore, vice, &c., the preparatory gun was fired at 11h. 44m. 35s., and the start took place at 11h. 49m. 40s. The Christabel was first to cant, and her sails flew up as by magic, the Marina followed second, Phosphorus third, Glance fourth, and Audax last, which latter had a bad start. In Rands Reach nearing Purfleet, the Marina, Phosphorus, and Glance were all together, and apparently so close that a collision was expected by the lookers-on, which had such taken place, the Phosphorus, the centre vessel would have met with much damage—however, the Glance had to bear up, and the Marina give way, so that the imprisoned craft got clear. The Audax set topsail, as did Glance, and they all tore down Long Reach with a strong S.W. wind, Christabel still leading, the others following in the order above placed.

In Northfleet Hope they encountered a very heavy squall, which made them careen unpleasantly, and the Glance and Audax dowsed their topsail, the Phosphorus seemed to encounter it most, as some portion of her bobstay tackle gave way, and her bowsprit broke short off at the stem. This unfortunate mishap did not daunt her crew for they went to work with a will and succeeded in rigging the disabled stump, and 'ere she entered the Hope was all ataunto, and ploughing away at a stern chase merrily.

Off Milton the Christabel was slightly leading, with the Marina close up, and a good race succeeded between the two, and off the Ovens they were beam and beam, and at Lower Hope Point the Marina took the lead, Christabel, with the Audax following at a rapid pace; Glance was some distance in the rear, with every prospect of being passed by Phosphorus, which seemed not to miss her length of bowsprit, although it must certainly tell against her in stretching her canvas.

In Sea Reach the Marina improved her position, showing that size with a power of canvas, and a strong wind would tell in her favour, and her admirers offered to back her at considerable odds, but we did not

hear of any bets being booked. Off Chapman the Marina increased her lead, with the others in the same positions. Just below Southend Marina struck her topsail, Christabel changed foresail, and Phosphorus passed Glance. Up to this time, there were two distinct races, for these vessels were, by their distance from the others, made rivals. How matters would have been if the Phosphorus had not met with her accident, we can only surmise, but it appeared to be the general opinion that it was fortunate for the winning vessels it did occur.

The Marina now drawing near the Nore, the club steamer had stopped about 100 yards to leeward of the Light, but her position was considered might be improved by placing her in a line with, but above the Light vessel, so that the yachts might pass on each side, giving a better view to the members, and she began to steam ahead, when the Marina with immense speed came dashing along, and it was evident the steamer could not get into her intended position. "Turn her astern!" was shouted from some score persons, but before that could be accomplished the Marina, not for one moment imagining that *a club steamer would ever get into the way of a racing craft*, came tearing round the Light, supposing the way all clear, and was taking the usual course after rounding, when to their great surprise there was the steamer, the crew shouted, and the helmsman jammed the tiller hard down to ease the unavoidable shock, the Marina answered her helm quickly, but still the steamer was too close to prevent being run into, and the yacht's bowsprit struck her about four feet from her stem, driving a hole into the iron plate, and then, fortunately, the bowsprit, instead of becoming fixed in the steamer's bows, was driven with immense force, straight on her own decks, carrying away bitts, windlass, and everything it came in contact with. Her stem was split, and much other damage done. The Marina having thus got clear of the steamer, her powerful canvas drove her across the latter's bows, twisting it considerably, opening the deck planking, and carrying away the ornamental wood-work, both port and starboard, rendering the steamer a mark of derision with the rabble on her upward course.

The crew of the steamer were quickly on the alert, and several jumped into the fore-castle, where the breach had been made, and after some half hour, effectually prevented by tow and other materials the further increase of the water.

Fortunately no one was hurt, except one man on board the Marina slightly. He was, it appears, below, and hearing the shouting, put his head up through the fore-hatch, but luckily drew it down in time, so that the bowsprit in passing only cut his face and ear. It was a most

miraculous escape from sudden death, for had it struck him on the head it would have been smashed to atoms. On board the steamer there were two or three sent down on their beam-ends. At the time of the collision there were some forty or fifty persons on the fore part of the steamer, and had the top hamper of the Marina given way many would have been injured and perhaps some swept overboard.

Some parties considered this accident an exceeding good diversion from the usual routine of yacht sailing, but we attribute that to a species of pretended courage, which carries a certain degree of contempt of any reflecting mind, for such weak-minded persons. Had the breach been five or six feet further aft it would have been into the fore saloon, which might have placed the steamer in a perilous position, but thank Providence it was otherwise.

The time of the Marina's rounding we had marked at 2h. 4m. although no gun was fired, and the others are vouched for as perfectly correct :—

	H. M. S.				H. M. S.		
Christabel.....	2	6	10	Phosphorus.....	2	9	0
Audax	2	6	20	Glance	2	4	40

The Marina did not leak, so she soon began her return course, but on the steamer coming up with her a line was thrown on board and she was towed back to Greavesend, where she was left for repairs.

The tide by this time had not done, but the vessels could point up Sea Reach, and ran along the edge of the Blyth, in the same order in which they rounded, Glance and Phosphorus each had topsails set over reefed mainsails, Christabel and Audax did not hoist their topsails. Off Thames Haven, the Christabel shewed evidently that she possessed considerable speed, as Audax appeared to be farther astern of her than when rounding the steamer. It was a dead heat through the Hope. In Gravesend Reach the Audax set topsail, and off Northfleet Christabel followed her example. This vessel was rather unlucky in beating up as she had several times to make short boards, or bear up on account of encountering vessels coming up or being towed. In Grays Reach we particularly noticed this, where she was forced to bear up to avoid a collision with two large vessels being towed up by tugs, and we cannot generally give praise to those in command for their courtesy in checking their speed to allow a racing craft a free passage. In consequence of these drawbacks the Audax and Phosphorus drew upon the Christabel. Entering St. Clements the wind blew very strong, which made them heel over, and half bury their decks. We could not account for the shaking of the Christabel's mainsail, for such was the

fact, all the way back it had the palsy, and we opine if the makers, (Laphornes', of Gosport,) had been present they would have blessed, or otherwise, the crew for allowing such a defect to exist without attempting to remedy it. Erith was at length made, and we waited the arrivals. Christabel was the first, but she had the ill-luck to be obliged to tack before rounding. They were timed as follows :—

	H. M. S.		H. M. S.
Christabel... ..	5 44 50	Phosphorus.....	5 49 45
Audax	5 48 30	Glance	5 52 45

The allowance of time was

	H. M.
Christabel had to allow Glance	6 0
Audax " " ditto	11 30
Phosphorus " " ditto	7 0

The Christabel therefore won first prize by 1m. 55s. over Glance, which latter received the second prize. After the prizes had been presented by Lord Alfred Paget, (the Commodore) the steamer returned to town, reaching the Adelaide wharf about 8 o'clock. Barring the accident, we never desire a better match than was witnessed this day. We cannot conclude without expressing our surprise at the manner in which the Audax heeled over at the slight puff, she surely could not contain her proper allowance of ballast. The Phosphorus under all the disadvantages she encountered, shewed that she was possessed of speed, which we hope to see tried on the 7th instant.

THE PROPOSED MILITARY AND AQUATIC DISPLAY AT SOUTHEND.

AT THE last monthly meeting of the Royal London Yacht Club, May 19th, Mr. Goodson said his main reason in attending there that night was for the purpose of bringing before them a project afloat endeavouring to develop the resources of Southend as a means of two day's enjoyment by land and on the water. For this purpose the volunteer corps of London intended mustering strongly on the coast of Essex, in order to show that Southend was a desirable place for such evolutions and for resisting an enemy; and it was also thought that a marine display might be got up as well, for which purpose Sir Samuel Morton Peto, who was largely interested in the prosperity of Southend, intended to give good prizes, to be sailed for on Monday the 16th of June, the volunteer review taking place on the 14th. Of course the idea had originated with the volunteers, and he (Mr. Goodson) had thought proper to inform them of the intentions of the various corps in London and neighbourhood, in order that they might co-operate with them if they thought proper, and assemble together for the purpose of paying respect to a body

of men who had associated and banded themselves together for patriotic purposes [hear, hear], besides being in a position to enjoy a good day's sail themselves. The 14th and 16th of June had been the days determined upon, Saturday being the most convenient day for volunteers, and the regatta following on the Monday. As that more nearly concerned them as a yachting body, Sir S. M. Peto had instructed him to say that he intended giving two cups to be sailed for, the first, value £50, for the first boat, with another, value £20, for the second boat; and no doubt there would be some little money expended for the purpose of giving the boatmen a turn, as well as for some sports ashore. These at present were the intentions of those at the head of affairs, and bills would shortly be issued containing full information for every one. He need not, he was sure, appeal in vain to the members of the club, more especially to the Commodore, who had been well known to him for many years, to further the project as much as lay in their power, and it must not be thought for a moment that he came there from interested motives, or as a railway man, because the railway with which he was connected would reap no benefit whatever from the transaction. He looked at the affair in this light—here was an opportunity of having two days' good fun. The volunteer review was a real thing, as it had been sanctioned by the Horse Guards, Colonel Palmer being at the head of it, and it was also wished that the Royal London Yacht Club would join in the affair. He had spoken with several gentlemen, Lord Colville, Mr. Brassey, Mr. Stephenson, and others, who had promised that their yachts should be there, so that the roadstead would by no means be bare; and if the club would also appear in full force, the whole thing would go off with *colat*, and at the end of each day they would be all sociably arranged round a festive board.

The Vice-Commodore said they had heard Mr. Goodson's remarks, from which he gleaned that that gentleman was desirous of seeing as many yachts and yachtsmen at Southend as possible, and that they would bring as many guns as they could muster. The intention, he took it, was that a demonstration should be made by yachts, supposed to be men of war, upon the town, which the volunteers were to defend, after which there would be a regatta on the Monday, which would give two capital days' sport. The club would do well to support the idea, which he certainly would do himself, and he would suggest that the yachtsmen should provide themselves with rockets, and discharge them on the Monday evening, as they would make a pretty display, and be a good termination to the affair.

Mr. Alexander Croseley, in calling attention to a plan drawn out by Mr. Goodson, asked that gentleman if he could give some idea of the probable strength that the yachts would have opposed to them on land.

Mr. Goodson, in answer to the two last gentlemen, said he was afraid the club were under some slight misapprehension. He wished them clearly to understand that the yachts would simply be required to make a demonstration, as of an enemy desirous of attacking the town; it was not intended that there should be any attack upon the town, or that the volunteers should defend it. The volunteers, under the command of Colonel Palmer, would

extend right and left a mile along the beach, with nine or ten guns, and then would go through various evolutions, which, he had no doubt, would be carried out well. The Commodore, he believed, would be in command of the yachts, which on Saturday, the 14th, were simply asked to assemble in large numbers to create a little diversion, and on Monday they would perform their part in the affair. This was all he asked of the yachtsmen, and he hoped they would support him.

The Commodore having spoken in favour of the project, said he hoped Lord Alfred Paget would be present on the day. Other gentlemen also spoke upon the affair. Mr. Goodson said they still seemed not quite to understand his meaning. The principal object recognised by the Home Guards, was to develop the volunteer movement. The volunteers had nothing whatever to do with the yachts, but Sir Samuel Morton Peto had wished that as many gentlemen as possible should bring their yachts, in order to create a diversion which thirty or forty vessels assembled round the town would have the effect of creating. The idea of bombarding the town had never entered the heads of the promoters of the plan, but if any yachtsmen should have guns on board they were at perfect liberty to use them. The intention in the various corps was to have a review, and at a certain hour of the day they would march past the General, each regiment headed by its band playing, which would be very pleasing to those afloat, who would be able to hear them distinctly; and then on Monday the regatta would take place commencing, as was proposed, at half-past twelve, and terminating at half-past five o'clock. He had consulted Lord Alfred Paget as to what should be the tonnage, with other details, and it had been considered advisable that the race should be among yachts from 20 up to 70 tons, the proposed course being from Southend, round the Nore Light, back again, to the Chapman, twice round, finishing at Southend. This would give a course of about 36 miles, the whole of which could be seen from the town, and while the sailing match was going on there would be boating and other sports.

A number of questions were then put to Mr. Goodson by the Treasurer, Mr. Osborne, and other gentlemen, to which Mr. Goodson replied that he had not come there quite prepared, but that the arrangements would be as he had stated; the prizes would be—first boat £50, second £20. There would, no doubt, be ample accommodation in Southend for visitors, and they would be able to get back to town each night at an early hour, cheap excursion trains being put on for that occasion. He thought the races would be for regular racing vessels, not sea-going craft, and the last night of entry would be Saturday, the 14th June, at ten o'clock, at the Ship-Hotel.

The Vice-Commodore suggested again that yachts should sail in sea-going trim, and Mr. Luard liberally proposed adding a prize of £45, being £30 to the first boat and £15 to the second, for ordinary sea-going craft, provided ten vessels started, as he was anxious to see a large number of yachts contending.

Mr. Goodson said he was not prepared to accept Mr. Luard's proposal, but if that gentleman would allow himself to be placed on the committee he could safely say he would be warmly thanked, and no doubt his offer would be accepted. He should like very much to see Sir Samuel Morton Peto's wishes carried out to the letter, and hoped the club would assemble at Southend in large numbers. After some further conversation the meeting pledged itself to support Mr. Goodson, and a vote of thanks was passed to Mr. Luard for his liberal offer.

The following gentlemen were proposed and duly elected, viz :—Messrs. J. W. Ledger, Lyon's Wharf, Queenhithe, yacht Oriole, 20 tons; J. S. Adam, St. Kilda Villa, Vanbrugh Park, Blackheath, yacht Pearl, 22 tons; Chas. Edward Davison, Warblington House, Havant, Naiad, yawl, 20 tons; and Jos. Anderson, jun, Hibernia Chambers, London Bridge. The meeting was then adjourned to the fourth Monday in the month, the 23rd of June, on the motion of Mr. Alexander Crossley, the regular meeting night falling on the evening of the regatta at Southend.

ROYAL NATIONAL LIFE BOAT INSTITUTION.

A meeting of the Institution was held on the 3rd April, at its house John Street, Adelphi.—Thomas Chapman, Esq., F.R.S., V.P., in the chair. There were also present, Sir Charles Rowley, Bart., Admiral Cator, Sir Edward Perrott, Bart., Captain Egerton, R.N., John Griffith, Esq., Admiral M'Hardy, Colonel Palmer, Captain De St. Croix, Admiral Bullock, A. Boetefeur, Esq., Captain Ward, R.N., inspector of lifeboats to the society, and Mr. C. H. Cooke, the institution's honorary architect.

The Secretary read the minutes of the meeting.

A reward of £13 was voted to the crew of the lifeboat of the institution stationed at Palling, Norfolk, for going off in the night and rescuing eight men from the brig Jane, of North Shields, which, during a strong gale of wind, had struck off Palling on the 5th ult. The vessel was ultimately brought to a port of safety.

A reward of £11 was also voted to the crew of the Teignmouth lifeboat, belonging to the institution, for putting off in the night and bringing to port the sloop Elizabeth, of Teignmouth, and her crew of three men, which, during a gale of wind and heavy sea, had become disabled on the 5th ult.

A reward of £34 was also voted to the crew of the Caistor lifeboat belonging to the institution, for putting off on the night of the 26th ult., during a fearful gale of wind, and rescuing, at much risk of life, the crew of nine men of the brig Sisters, of Whitby, which had sunk on the Barber Sands. The case was reported to have been a very gallant one indeed.

A reward of £14 was also given to the crew of the Lowestoft lifeboat, in connection with the society, and £3 15s. to the crew of the harbour steam tug, and the thanks of the institution inscribed on vellum to Captain W.

Rivers, the harbour master, for rescuing four of the crew of the brigantine Matilda, of Stockholm, which, during a heavy gale of wind, was wrecked on the Corton Sands on the night of the 26th ult. When saved the poor foreigners were nearly exhausted and declared that they could not have lived another half hour.

A reward of £27 was likewise voted to the crew of the Drogheda lifeboat of the institution, for going off in stormy weather and saving the crew of four men of the brig Minerva, of Workington, which had stranded on Drogheda bar on the 7th ult.

A reward of £17 was also voted to the crew of the society's Buddon-Ness (near Dundee) lifeboat, for going off in the night and saving the crew of six men of the schooner Elizabeth Hannah, of Newburgh, which, while entering the Tay, had foundered, during a gale of wind and very heavy seas, on an outlying sandbank, on the 21st ult. Captain Speedy of the steamer Hamburg, received also the thanks of the institution for his valuable services on the occasion.

Rewards amounting to £87 10s. were paid to the crews of the institution's lifeboats stationed at Whitby, Rye, Camber, Yarmouth, Caister, Walmer, Dundalk, Ferryside, and Lossiemouth, for either assembling or putting off with the view of rendering assistance to vessels which had signals of distress flying, but which did not afterwards require the services of the boats.

The Redcar lifeboat, belonging to this institution, succeeded, on the 1st inst., in bringing the schooner Banff, of Harwich, which was in a disabled state, into a port of safety. This lifeboat is the oldest one in the kingdom, and has been instrumental in saving scores of shipwrecked men.

A reward of £9 was voted to the crew of a Pakefield yawl for going off and rescuing, at considerable risk of life, six out of eight of the crew of the brig Adonis, of Colchester, which, during a gale of wind, had been wrecked on the Newcome Sands on the 6th ult. The poor men had taken to the rigging, and the captain, while trying to save his wife, was unfortunately washed overboard with her in the course of that fearful night.

A reward of £6 was also voted to a boat's crew of six men for going off and saving, at great risk of life, four men from the schooner Elizabeth, of Aberdeen, which, in stormy and thick weather, had stranded near Speymouth, on the Banffshire coast, on the 18th February.

Rewards, amounting to £26. 10s., were likewise granted to the crews of shore-boats for rescuing the crew of three men of the schooner Diligent, of Carnarvon, which had sunk off Abersoch, near Pwllheli, on 23rd January; 27 men from the ship Tiger, of Bath, United States, which was wrecked off Templetown, near Waterford, on the 22nd January; seven persons from a fishing-boat which had drifted on the rocks near Spiddal, on the coast of Galway, on the 30th January; four men from a boat which had struck on a reef of rocks near Dundee, on the coast of Donegal, on the 29th January; thirteen persons from a boat which had capsized off Bellmullett, county Mayo, on the 19th January; two men from a boat which had sunk during a sudden squall of wind near Scarborough, on the 12th March, and three

men from the sloop *Ceres*, which had foundered off Watchet, on the 9th of March.

It was reported that the institution was about sending to the International Exhibition a model of its lifeboat and transporting carriage, and various other articles for saving life from shipwreck. A very large wreck chart of the British Isles for the past year would also be exhibited there by the society.

During the past month the institution had sent a new lifeboat and a transporting carriage to Plymouth. Another lifeboat had been sent to Dundee, the cost (£300) of which had been collected by Mrs. Hartley, of Bideford. Another lifeboat was ready to be sent to Kingstown, the expense of which had also been collected by Miss S. H. Bertie Cator. The institution decided on forming a lifeboat station at Port Leven, near the Lizard. Mr. Robartes, M.P., having again generously promised to contribute £150 towards the expense of the same. It was reported that a friend of the society had sent £200.

The Shipwrecked Fishermen and Mariners' Society had sent to the institution £150, which had been chiefly collected in threepences from its sailor members. G. J. Fenwick, Esq., of Northumberland, had also presented to the institution £250, to enable it to plant an additional lifeboat on the north-east coast.

Captain Ward, R.N., inspector of lifeboats to the institution, gave a satisfactory account of the twenty-five life boats which the society had on the west coast, each of which he had recently inspected. Payments amounting to £700 having been made on various lifeboat establishments, the proceedings terminated.

Another meeting of this institution was held at John-street, Adelphi on the 8th May, his Grace the Duke of Northumberland, K.G., president of the society in the chair. There were also present Admiral Sir Geo. Sartorius; Capt. Sir Geo. Broke Middleton, R.N., C.B.; Sir E. Perrott; Admiral Washington, Hydrographer of the Admiralty; A. Boetefeur, Esq.; Admiral Cator; Capt. Egerton, R.N.; T. Chapman, Esq., F.R.S.; Capt. W. H. Hall, C.B.; G. Lyall, Esq., M.P.; Captain De St. Croix, and J. Griffith, Esq.

The Secretary read the minutes of the previous meeting.

A reward of £15. was voted to the crew of the institution's lifeboat stationed at Grange, on the back of the Isle of Wight, for rescuing on eight trips one hundred and thirty-four persons from the ship *Cedarine*, of Bermuda, which during thick weather had struck near Grange on the 2nd ult. The Rev. J. P. Gaze and Mr. Cutajar, the chief officer of the Coast Guard, very laudibly exerted themselves on the occasion. They were both thanked by the institution for their valuable services. The cost (£283.) of this lifeboat was presented to the institution about two years ago by the Royal Victoria Yacht Club, and truly their noble gift has thus already been of essential service to the cause of humanity.

A reward of £25. was also voted to the crew of the *Caistor* lifeboat, belonging to the institution, for rescuing amidst great peril the crew of seven

men from the brig *Trial*, of Poole, which during a strong wind and a heavy sea, was wrecked on the Barber Sands, on Sunday May, 4th. In performing this service the lifeboat was seriously damaged by coming repeatedly in contact with the wreck.

A reward of £4. 10s. was likewise voted to the crew of the institution's lifeboat, stationed at Aberdovey, for saving the smack *Merrion Lass*, of Aberystwith, and her crew of three men. The vessel had, during stormy weather and a high sea, struck on Aberdovey Bar, on the 22nd ult.

Expenses amounting to £26. 15s. were also ordered to be paid to the crews of the Teignmouth, Palling, and Yarmouth lifeboats, either for assembling or in putting off in the night in replies to signals of distress from vessels, which did not however require their assistance.

A reward of £7. was also voted to a boat's crew of eight men, for putting off and rescuing at considerable risk of life the crew of three men from the smack *Lion*, of Cardigan, which, during a gale of wind and a heavy sea, was wrecked near Fishguard on the 12th ult.

A reward of £5. was likewise given to a boat's crew of five men, for rescuing at much risk of life the crew of the smack *John and James* of Chester, which, during blowing weather, had struck outside Aberystwith Harbour on the 5th ult.

Various other rewards were also given for saving life from different wrecks.

Captain M'Donald, R.N., inspecting commander of the Coast Guard at Banff, was thanked by the society for his valuable services in assisting to establish two lifeboats on the north-east coast of Scotland.

During the past month the institution had sent two new lifeboats to Dublin Bay—one was to be stationed at Kingstown and the other at Poolbeg. Some satisfactory trials had been made with the boats on their arrival on the Irish coast. Another lifeboat was building for Howth.

A lifeboat was ready to be sent to Kirkcudbright, on the Scotch coast. The cost (£250.) of the lifeboat and her carriage had been presented to the institution by a gentleman resident in Manchester.

It was reported that a full-sized lifeboat, belonging to the institution, was to be seen in the gardens of the Royal Horticultural Society, which adjoin the International Exhibition. The boat had been refused admission into the Exhibition by the commissioners, although their naval superintendent had requested the society, on the 23rd ult., to send her to the building. One would have thought that it would have been emphatically entitled to a place amongst the most conspicuous products of our skill, for while it would be impossible to overrate the importance of boats of this class, which were last year instrumental in saving 743 lives from shipwrecks on the British coast, it is equally true that in their construction England stands not only unrivalled but almost alone. Foreigners are thus to a great extent deprived of the opportunity of estimating the perfection to which the British lifeboat has attained.

Payments amounting to nearly £1000. were made on various lifeboat es-

tablishments. It was reported that on the recommendation of the Attorney-General, the Lord Chancellor had ordered £400, from a lapsed Chancery fund to be appropriated to the National Lifeboat Institution.

The proceedings then terminated.

THE IRON-CLAD STEAMER IRONSIDES.

THIS steamer, launched at Philadelphia, is thus described in the Philadelphia papers:—"This vessel is the first iron-plated seagoing war steamer of large size built by the United States' Government. She is constructed from plans and specifications presented to the Navy Department last September by Messrs. Merrick and Sons, of this city, who are sole contractors with the Government. They in turn have contracted with Messrs. Cramp and Sons, of Kensington, for the hull; with the Bristol Forge, and Brown and Co., of Pittsburg, for the 4½in. plating; and with Traner and Mercer for the inch plating; reserving to themselves the construction of the machinery and the general arrangements of the several parts. The contract is dated October 15, 1861, and the vessel to be ready for steam July 15, 1862. Chief Engineer W. W. Wood, of the Navy, superintends the machinery and plating, and Naval Constructor Henry Hoover the hull.

She is 240ft. long, 58ft. 6in. wide, and 25ft. deep, being 3,250 tons, and, having a berth, gun and spar-deck—the latter being shot-proof. Her frames are of white oak, filled in solid and caulked, and the average thickness of her sides is 20in. The iron-plating commences at a point 4ft. below the water-line, and extends to her spar-deck; the lower course is three inches, all the rest is 4½in. thick. All the plates are 15ft. long, the width varying from 25 to 30in.; each plate is fastened to the vessel by twenty 1½in. screw bolts, 23in. long, which secure the several thicknesses of timber to the plates, thus tying all together.

The machinery consists of two horizontal direct action steam, with cylinders of 50in. diameter and 30in. stroke, intended to make 85 revolutions per minute, and drive a brass four-bladed propeller of 13ft. diameter and 18ft pitch. The boilers are four in number, horizontal tubular, each 17ft. front, 11ft. deep, and 11ft. high; of a collective force of 1,600 horses.

The armament will consist of sixteen 11in. Dahlgren guns on the gun-deck, and two 200lb. Parrott guns on the spar-deck. The portholes will be closed by iron shutters 5in. thick, worked from the inside. As this is a sea-going steamer, intended to sail as well as steam, she will have three masts, and be barque rigged, her topmasts and yards being so arranged that in action they are lowered, and leave simply the three lower masts in view.

When in action all the men on board are protected from shot and shell, and are below the spar-deck. The commander only is above that deck, and he occupies a shot-proof iron lookout, which rises above the spar-deck, and from which he can see all surrounding objects, and by signals communicate with the officers below.

Unlike the Monitor and Galena, this vessel can carry a large crew, sufficient to board and capture any vessel. Impenetrable to shot or shell, she will seek close action, and by means of her iron prow sink, or her heavy guns capture, her opponent; her light draft of water (15 feet) will enable her to enter all our southern harbours. Even Moultrie and Sumter can be visited by her, and she may be able to make an impression on those forts before they are repossessed by the United States."

ROYAL ST. GEORGE'S YACHT CLUB.

A numerously attended meeting of this Club was held on the 27th of May at their Club-house, Kingstown, Rear-commodore W. Sandford, Esq. in the chair. The following programme for the Regatta of 1862, to be held on Tuesday and Wednesday the 8th and 9th of July, was unanimously approved of:—

First day.—A Purse of £100, open to all yachts of 30 tons and upwards belonging to members of Royal Yacht Clubs; Time race. Entrance Fee £3, the Long Course in Dublin Bay, twice round. A prize of £30 open to all yachts under 30 tons, belonging to Royal Yacht Clubs; Time race. Entrance Fee £1. 10s.; Short Course in Dublin Bay, three times round. A prize of £20 for yachts of 15 tons and under; Time race. Entrance Fee £1, the Short Course in Dublin Bay, twice round. Rowing prizes of £25, and £10 respectively, for four-oared gigs. to be rowed by gentlemen, together with sundry prizes for fishermen.

Second day.—A piece of Plate, value 60 guineas, presented by the Royal Irish Yacht Club, open to all yachts belonging to members of Royal Yacht Clubs; Time race. Entrance Fee £2; the Long Course in Dublin Bay, twice round. A piece of Plate value 75 guineas, open to all Schooners and Luggers, the property of members of Royal Yacht Clubs; Time race; Entrance Fee £2; the Long Course in Dublin Bay, twice round. A prize of £20, for yachts of 20 tons and under; Time race. Entrance Fee £1; the Short Course in Dublin Bay, twice round. Prizes of £20 and £10 respectively for four-oared and pair-oared gigs, to be rowed by gentlemen. Three yachts are to start in each match, or no race. The admeasurement for tonnage to be according to the rule of the Royal Thames Yacht Club.

Each yacht is to have on board during the race the owner or a member of a Royal Yacht Club; no vessel shall take in or put out ballast on the morning of the races, and no shifting of ballast will be allowed; every yacht over 15 tons must carry a suitable boat, subject to the approval of the Sailing Committee. Schooners sailing with Cutters to rate one-fourth less than their actual tonnage; all yachts sailing for prizes at this regatta to carry one or more Life Buoys.

The allowance of time for difference of tonnage will be according to the following scale:—30 seconds, 25 to 40 tons; 25 seconds, 41 to 50 tons; 20 seconds, 51 to 60 tons; 15 seconds, 61 to 70 tons; 10 seconds, 71 to 80 tons; 7 seconds, 81 to 90 tons; and 5 seconds, 91 to 100 tons. All cutter yachts over 100 tons to rate as 100 tons; all yachts under 30 tons to allow half-a-minute time to those of inferior tonnage.

THE ANCHOR QUESTION.

SIR.—Mr. Trotman has quoted my evidence before the Admiralty Committee against the Anchor now in use in the Navy, but I think it right to state that I had no intention of advocating the adoption of his anchor; on the contrary, I should object to one being supplied to any ship I commanded.

Trotman's Anchor is very similar to Porter's, which was thoroughly tried, but I have rarely heard of an officer in command applying for one a second time. All allowed that it held well under ordinary circumstances, when the bottom was firm enough to cant the arm, and when a strain could be brought on it after letting go, which could be done by vessels under steam. But in a soft bottom, or when the upper arm has been fouled, before a strain could be brought on it to cant it, it has often failed. The first objection may apply less to Trotman's anchor, as an addition has been made to the canting knobe, but in certain ground that must still leave the anchor unsafe. The second and equally serious objection applies to both anchors.

When Sir C. Napier had his flag in the St. Vincent, a Porter's anchor was let go at Spithead with a weather tide. When the tide turned and a strain was brought on the cable the ship went adrift, the buoy rope having fouled the upper arm, and prevented the lower arm canting. This occurred a second time in the Tagus, and the anchor was returned as unsafe. A captain who had one for three years on the India station told me that it had generally held very well, but it "sold him twice."

What we want is an anchor that will hold well in all ground, that cannot even twice in three years "sell" a vessel, and that will not break if let go on a rocky bottom, which so often occurs with the Admiralty anchors. This we have in the small-palmed anchor of Lieut. Rodger, which has been thoroughly tried for the last 20 years, in every part of the world, and which is, I believe, as nearly perfect as an anchor can be. At the Government trial of anchors some years since, it was placed below Trotman's in holding power, but only in a very slight degree, while it was first in breaking strength. At these trials the objections to Trotman's anchor could not be tested, as the anchors were placed on good ground, and there was no chance of the arms fouling.

Some of the reports sent to the Admiralty on the merits of the small-palmed anchor by captains who have applied for them are extraordinary; such as that by Captain C. Hope, of the Sapphire and Thalia riding out a gale at Simon's Bay by one of Rodger's anchors of the Thalia. A list of those officers who have reported favourably of them, and have applied for them when again employed, would contain the names of many of the best officers in the service.

Since most of these reports were made, the anchor has been greatly improved, and its holding powers increased. Many Admiralty anchors are broken yearly the cost of which would have been saved during the last 15 years if Rodger's anchor had been adopted.

In one surveying vessel in South America we broke one set of anchors in six months. In another I commanded on the same station we had one of the earliest made Rodger's anchors one-fourth smaller than the establishment; it did nearly all the work for four years, and consequently we brought home all the anchors we took from England.

In the Baltic in 1854 most of the vessels of the inshore squadrons broke their

Admiralty anchors—some, I think, as many as two or three out of four. In the same ground, having only Rodger's anchors in the *Lightning* and *Merlin*, I did not injure one during both seasons; and I believe the same may be said of every ship that had even one small-palmed anchor.

I have been informed that the *Royal Albert* had one of these anchors during the time Lord Lyons had his flag in her, and never started it in any gale, either in the Black Sea or at home; but that after it was returned, and she had only Admiralty anchors, she drove with two anchors down in the sheltered anchorage of Portland.

One peculiarity of the small-palmed anchor is that it never draws out of the ground, but buries itself deeper as the strain on it is increased. A line-of-battle ship parted from one in the Sound; it could not be swept, and on a diver going down it was found buried in the ground, the point of the upper arm only shewing. The only objection I have heard to them is that, from holding so well, there is more danger of parting the cable. This is, perhaps, the strongest argument in their favour. I have never heard of one being broken, and I have often examined the piles of broken anchors in the dockyards, to see if I could find one of Rodger's among them.

The pickaxe anchors made especially for streams and kedges are invaluable, as they have great holding power, stow well, and can be thrown over from boats without risk of damage to the gunwales, or of still worse accidents. I cannot understand their not having been adopted long since. As my evidence has been more than once referred to, and as the subject is an important one, but not generally understood, I shall feel obliged by your giving this letter a place in your columns.

I am, Sir, your obedient servant,

From the Times, May 23rd.

B. J. SULLIVAN, Captain. R.N.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal Mersey Yacht Club.—The members of this club met at their usual monthly meeting on Monday, May 5, at the Marine Station, Rock Ferry. The usual dinner was provided for the members previously to the business matters. Commodore Graves presided, and it is only an act of justice to state that he has succeeded in obtaining great support to the club from the mercantile community of this port. Sixteen members were ballotted for and elected members, and the ballot papers contain, for the next month, an unusually long list of candidates amounting to about fifty names. The new clubrooms of the Tower and its chambers are very much admired by the members, and the look-out is considered the best in the town. The regatta sailing matches are fixed for the 24th and 25th of June, for the following valuable prizes, open to all royal yacht clubs:—A piece of plate, of 400 sovs., for 1st and 2nd class yachts, above 15 tons and upwards, time race—entrance, £2. 2s.; a piece of plate of 100 sovs., for schooners and yawls, of 15 tons and upwards, time race—entrance £2. 2s.; a cup, value 100 guineas, presented by the ladies of Liverpool, for yachts of 15 tons and

upwards, time race—entrance £2. 2s. ; a prize, value 50 guineas, the gift of his worship the Mayor of Liverpool, Robert Hutchison, Esq., for yachts of any rig of 12 tons and upwards, in cruising trim, and that have not won any prize during the last three years, time race—entrance £1. 10s. ; and a cup, value 25 sovs., for 3rd class yachts, from 8 to 15 tons, time race—entrance £1 1s., course : round the Fairway Bell Beacon.

Royal Western Yacht Club of Ireland.—The arrangements for this regatta have been finally completed, for the first prize, a cup value 100 sovs., will be given, open to all yachts belonging to members of royal yacht clubs and to the New York Yacht Club, of any rig, from 10 tons and upwards, time allowance half Ackers' scale, and below that half-a-minute per ton. This is a very beautiful trophy, and *bona fide* value for the amount it represents ; it has been manufactured by Mr. James Hackett, silversmith, Patrick Street, Cork, at whose establishment it is at present on view. It stands two feet in height, and has on the base some exquisitely wrought scroll-work, dolphins, marine ornaments, shells, &c., appropriately interspersed ; from this there springs a capstan, surrounded by coils of rope, ships' carronades beautifully modelled, mortars, and piles of shot ; on the capstan stands the cup, which is very richly chased in bead and scroll work, and having four medallions of the heads of sea deities : surmounting the cover of the cup stands a very finely executed model of a yacht sailor standing at the helm. Altogether it forms one of the handsomest regatta prizes we have seen for years.

REGATTAS AND MATCHES.

June 5.—Norfolk and Suffolk Yacht Club Regatta at Cantley.

7.—Royal Thames Yacht Club—2nd and 4th Class Matches. Erith to Nore and back.

7.—Clyde Model Yacht Club.—Opening Cruise, Gourrock Bay.

12.—Royal Western Yacht Club of Ireland Regatta, Cork Harbour.

20.—Ranelagh Yacht Club Sailing Match, North Woolwich to Roeherville and back to Erith.

21.—Royal London Yacht Club—1st Class Match. Erith to the Nore and back.

23.—Royal Thames Yacht Club—Schooner Match, 75 to 200 tons.

24, 25.—Royal Mersey Yacht Club Regatta

30.—Thames National Regatta

July 1.—

1, 2.—Royal Northern Yacht Club Regatta at Largs.

5.—Clyde Model Yacht Club Regatta at Dunoon.

7.—West Quay (Southampton) Amateur Regatta.

8.—Prince of Wales Yacht Club Sailing Match

8, 9.—Royal St. George's Yacht Club Regatta in Dublin Bay

10.—Norfolk and Suffolk Yacht Club Sailing Match at Wroxham

15, 16.—Royal Cork Yacht Club Regatta.

Aug. 7.—Norfolk and Suffolk Yacht Club Sailing Match at Oulton

9.—Clyde Model Yacht Club Challenge Cup at Rothesay.

12, 13.—Royal Victoria Yacht Club Regatta

20.—Weymouth Royal Regatta

All Communications to be addressed to 6, New Church Street, N.W., London.

HUNT & Co., 6, New Church Street, 6 doors from Edgware Road, N.W.

HUNT'S YACHTING MAGAZINE.

JULY, 1862.

SCHOOLS FOR SAILORS.

BY THE CHAPLAIN OF THE ROYAL WELCH YACHT CLUB.

EVERYTHING that concerns the moral welfare and improvement of the sailor is of primary importance to a Maritime Power, such as that of the British Empire. Her strength and her commercial prosperity are alike dependent on her strength at sea, whether in ships destined for purposes of war, or in bottoms intended only for the operations of commerce. And it may be taken for an axiom that as with all other classes of men, so with the seafaring, their physical force is closely related to, and dependent upon their moral worth. In the long-run, a sober, steady, and intelligent class of seamen will produce greater results than one depraved in mind, and enfeebled, through vice in body. The better the men in their minds, the more courageous, the more enduring, the more industrious, and the more intelligent. Such is the class of men which every captain would like to have for his crew. Give a skipper his choice, and he will reject the drunkards and profligates, and choose in their stead the sober and well-conducted.

Now without dwelling any further on a subject the truth of which

will not now be denied by the oldest "salt" amongst us, it is certain that the readiest way to produce a class of good men is to form first of all one of good boys. If boys are well trained, able-seamen will come from them; if boys are allowed to remain sunk in idleness, ignorance, and corruption, the task of converting them into first-class seamen is rendered infinitely more difficult. If we wish to maintain amongst us a large population of thoroughly good seafaring men, we must turn our attention to the early training of our boys. In fact, we can hardly begin too soon to mould the young sailor from the little lads that frequent the schools, or play on the quays and shores, of our maritime towns. No one will dispute this: everybody, connected either with the navy or with the merchant service, will assent to so self-evident a proposition; but though they will agree to it, it does not follow that they will act upon it, or take the proper steps for carrying their conviction into practice. Partly from the want of unity of purpose and system, which is so unfortunate a characteristic of our nation, and which has so often caused us the most serious losses; and partly from the culpable apathy and indifference of the legislature and the Government; very little, if anything, is done upon a proper scale for the education of young sailor lads, though much talk takes place about the naval reserve and the maintenance of the shipping interest. We all call out loud enough for able seamen in the time of need, but we give ourselves hardly any trouble to train up lads for such a purpose in times of prosperity and peace. In other words, while everybody professes to be anxious about the condition of our grown-up able-bodied seamen, nobody thinks of the sailor's child—of the little fishing-boy—of the young apprentice. We build Sailors' Homes, but we do not provide Sailor's Schools.

Now this is a serious fault; for it is evident that the more means we can give a lad of acquiring a general knowledge of his business, and other useful information, at an early period, the better will be our apprentices, the better our men, the better our mates, the better our masters. To put on examinations, and yet not to prepare lads for them, that is to say, not to provide special means of teaching them for the purpose, is a contradiction. If we want to secure our object we must cast about to find the best, the readiest, and the earliest means of preparing for its attainment. We cannot begin to attend to the training of our sailor lads too soon.

It would be very desirable, and by no means a difficult thing, to provide special means of instruction in all seaports, even through the medium of the common parochial schools. The ordinary schoolmaster can give lads all the instruction they require, even to become sailors, up to the age of 12 years, or so; and the imparting of special instruction after that age might be secured by attaching a schoolmaster skilled in navigation, &c., to each town, who might instruct able-bodied coasting seamen while ashore in the winter months, and might keep school for the boys and lads, not yet apprenticed, during the summer. It would be easy to attach a special school of this kind either to the Sailors' Home in any port (as the master of the Home might at the same time be the schoolmaster), or to any one of the parish schools, by making an arrangement to that effect with the local authorities. All that would be required would be that some constituted body, such as the Trinity House, or Lloyd's, or the Admiralty, or Board of Trade, should organize a plan for supplying competent teachers for schools of this kind. The schoolmaster should be *thoroughly able* to teach, or the school would be worse than useless. Not much difficulty would be found in the payment of expenses: for besides the circumstance that sailors and seafaring men are always willing to pay for really good professional instruction, there could not be a more legitimate appropriation made of some portion of the Harbour dues, or of the Mercantile Marine Fund, than in subsidizing schools of this description.

Is it desirable to diminish the casualties which swell the sad records of our Marine Insurance Offices? Would the underwriters at Lloyd's like to see the number of wrecks diminished by a certain notable annual per centage? Then one of the readiest ways to effect this is to improve the skill and knowledge of the seaman; to ameliorate his moral habits; to have fewer drunkards on board, since too many ships clear out only to run on the first shoal they near during a gale after leaving port; and to have men before the mast, who can understand the master's instructions and act up to his orders with intelligence. Well, then, if this is to be done, let money be put upon the schools for boys; let the owners pay towards the Sailors' Schools of their ports; let Lloyd's contribute something towards them in every port of the kingdom; and let the Admiralty lend a hand, and draft off skilled teachers from Greenwich, who may be stationed all round our coasts for this laudable purpose.

At some of our largest ports, such as Liverpool, &c., schools of this kind do exist; and even a vessel is moored off the quays in which boys are received and trained. But all this is not on a scale of sufficient magnitude. For instance, in Liverpool alone it may be safely assumed there are from 5,000 to 8,000 young boys available, all of whom might, by early training, be made into good apprentices and sailors; but the means of training are not for 5,000—they are not even 500! And yet how much better would it be for the interests of that port if, instead of picking up the scum of the streets, owners could always depend on a steady supply of boys, well taught and well disciplined for their ships! How well would it pay the Liverpool owners if they would even at their own sole cost, provide means of education for the seafaring families of that enormously wealthy port!

It may be objected by some, that Government is not averse to providing teachers for schools of this kind; and that the Committee of Council has even offered premiums for certificated masters who will act in this capacity. It is uncertain at present how many teachers have availed themselves of the encouragement thus held out; but the following specimen of what this encouragement is may be found in the 'Official Calendar' for 1862, issued by the Government, the only information known to be printed upon the subject:—

“The certificate allowance will be dependent on the average number of *bona-fide* sailors—seamen and apprentices—who attend during 200 evenings in the year, and will be paid at the rate of 10s. per head of the average up to the maximum which the teacher is qualified to earn by the grade of his certificate. The payments on results, which are unlimited, are dependent on the number of prizes taken by the pupils when examined by the Inspector, and will be at the rate of 5*l.*, 10*s.*, and 1*l.*, according to the grade of the certificate.”

With all submission to the heads of the “Science and Art Department of the Committee of Council on Education,” it is pretty clear that the above regulation was drawn up by some one not practically acquainted with maritime affairs. What sailors and apprentices to attend on shore *two hundred* evenings in the year! Tailors, not Sailors, should have been printed! Catch an able-bodied seaman or an apprentice on shore 200 days out of the 365!

This is just the way in which a body of landmen might be expected to attempt to work a seafaring institution; but it would be

far better for the Government not to interfere with any of the details of the business, and to confine themselves to providing the teachers. It would also be better that either the Admiralty or the Board of Trade should take the matter in hand; and that only professional men should have the framing of any regulations affecting such a class of teachers. All this sort of thing would be better managed by a board of practical navigators, not by one of landmen, who perhaps scarcely know a ship's head from her stern.

The peculiar kind of instruction to be given to young boys intended for sailors should turn mostly upon geometry and calculation, after the essential qualifications of good useful reading and writing are secured. Arithmetical *correctness* and *readiness* are two points that should be most particularly attended to; not the faculty of working hard abstract problems, but that of handling tables of logarithms and numbers with perfection and certainty. In other words, a sailor boy need not be troubled with much mercantile arithmetic; but he must be early and well grounded in his vulgar and decimal fractions. A knowledge of the properties of the principal geometrical figures may be imparted to a clear-headed boy, and even to one of moderate abilities, at an early age. Boys like geometrical figures when they are not made too complicated, and when they see something useful in them. Without, therefore, taking a boy into anything like 'Euclid,' he may very well be grounded in an easy and elementary course of practical geometry, such as will stick by him when afloat, and will prepare the way for his advancing to trigonometry when he begins his regular treatises on navigation. Nearly all the time which is now wasted by navigation teachers in preparing young seamen for their *Norie*, &c., might be saved if they had been taught a *little* geometry, and a *good deal* of decimals, when they were boys in school.

Besides this, an equally elementary and easy kind of geographical and astronomical instruction might be attempted. The subject, in the hands of clear sensible teachers, might be made attractive; and, without trying at anything grand or fine—without pretending to any such nonsense as the "use of the globes," &c., the young sailor boy might be made to understand thoroughly the forms, the subdivisions, the climates, the products of the globe, the currents and tides of the ocean, the leading phenomena of the atmosphere, the winds, &c., and the motions of the heavenly bodies. It is true

that the book, which is to serve them for a text in all this, has still to be written : but it can and it ought to be written ; and its publication would be an event of importance for the young sailor population of the whole country.

MY VOYAGE IN AN AMERICAN CLIPPER.

"Look at her there riding in the stream !—Ain't she a beauty" ? said Captain Samson, laying one brawny hand on my shoulder and pointing, with the other, towards the clipper ship *Fearless*, of New York, esteemed the fastest afloat and certainly presenting, even to an unpractised eye, a smart and graceful appearance difficult to surpass. But any reader of Mr. Cooper's works can fill in for himself the necessary amount of long black hull and taper spars, to make a proper description of this famous vessel. My present subject is rather the life on board a sailing ship, than her outward aspect ; which, after his first introduction to it, a passenger has every opportunity of forgetting. A recent eccentric yachtsman, indeed, cruised with two vessels, that he might from the deck of one watch the performances of the other ; and without some such arrangement, it is obviously impossible, after once starting, to obtain a view of the craft in which you sail.

It was a sunny morning, though rather cold, and as our little tug shot across the Hudson's brown waters, a fresh north-easter, then blowing, reminded us that October was far advanced and gave a specimen of the weather to be expected during the voyage. In a few minutes we were alongside, and many heads, peeping over her bulwarks, showed that the *Fearless* already had most of her passengers aboard. My own luggage had been previously stowed, so I quickly mounted to the deck and watched some gentlemen of Melisian origin, struggling with an impracticable wooden chest, deficient in handles, which could not be got up the side.

Everything was managed quite in the rough ; and no assistance seemed to be rendered by our crew, who had mostly been shipped that morning, helplessly drunk, and were now sauntering about, with a stupid half-conscious air of being completely duped.

A few more hands were required before we could start ; and Captain Samson spent the rest of the day ashore, endeavouring to obtain them. His second in command exercised the greatest vigilance, to prevent the escape of any seaman. At this season of the year the Liverpool trade is unpopular, Jack preferring to engage in vessels bound

for the Indies. So strong is this feeling, that two fellows threw their bedding overboard and were about to follow in person, when the mates secured them, and, amid much laughter, fished up wet mattresses and blankets. Altogether this day, at anchor in the Hudson, was like life on board a hulk; boats were indignantly warned away and no one permitted to hold any communication with the land. As we were now fairly started, I looked with interest upon my two companions in the after cabin. They were both American citizens; but the elder had emigrated from England, when a youth, and was a bitter enemy to her institutions; while the sallow-faced native-born Republican had the partiality for "live lords" and heraldry, so common with his class.

Next morning Captain Samson came in a tug, accompanied by some friends of the owners, to see us get under weigh; and a merry party collected below, round the bright mahogany table, to drink success to the gallant ship. Her anchor was tripped and the Fearless towed slowly down the bay. Near Staten Island, a large German ship stood past us, under all sail; with hundreds of eager faces looking towards their adopted land. And a pleasing glimpse of it was afforded them, for New York harbour, as seen from the Narrows, has every charming variety of wood and pasture, surrounding its lake-like surface, with the spires and buildings of the city, a forest of masts on the river and a crowd of sloops and schooners plying in every direction. If there were only a few mountains to fill up the background, this scene would equal Quebec in grandeur, as it surpasses the Canadian capital in bustle and animation.

We were now in the outer bay and began to feel the heavy swell produced by a strong north-easter. After plunging for an hour, or more, behind her plucky little tug, which steamed ahead half buried by the waves, the Fearless was brought up near Sandy Hook, where there is a very good anchorage, the pilot told me, for such as do not mind a "tarnation rollin'."

Towards evening the weather became squally and on the following day, it was blowing half a gale, which gave the vessel so much motion as completely to discourage a would-be traveller, who was, at his own request, sent back to the city. This head wind lasted, altogether, nearly a week, and, as there was very little going on to fill up our time, we were glad to accept the pilot's offer of a cruise in his boat. We landed on the Hook, where the foundation of a large fort was being laid. The engineers expected to finish their work in about forty years; but I question whether the chance of a visit from Jeff. Davies' privateers will not expedite their proceedings.

At length, when our patience was well nigh exhausted, the much desired change of wind occurred. Cat's-paws, from the westward, came playing over the bay; then the vessels under Staten Island began to move more swiftly; our Captain appeared on deck beaming with delight; even the mates forgot to swear; all hands went to work at the capstan, singing merrily and, as the sun threw longer shadows from her tall masts and ponderous yards, the Fearless, with anchor tripped and royals fluttering to the breeze, glided majestically forth upon her voyage.

At first several smaller vessels, which had the start of us, seemed saucily inclined to walk away; especially a fine bark from Providence, but, as sail after sail was cast loose and sheeted home, our ship displayed her superior speed, and one by one, every craft to leeward was overhauled and left far astern, as the Fearless, tossing showers of spray from her high sharp bow, swept forward into the dim misty Atlantic. The sun set like a red ball of fire, making a track of glory upon the water, in which the pilot boat could long be discerned, standing in shore, close hauled. The high lands of New Jersey faded, like a purple cloud, on the horizon; and we bid farewell to America.

There is something attractive in the sense of being fairly at sea, with no land for thousands of miles. Moreover, we had not groaning machinery to keep us in mind of modern civilization; and, though the Fearless would certainly have astonished Drake or Anson, yet, she was propelled by her canvass alone and, like such early navigators, we were dependent upon those chances of wind and weather, which give its proper place to skilful seamanship.

For three or four days all went pleasantly enough; a gentle breeze drove us at six or seven knots an hour, over the long blue swells. Few of the passengers were sick; and, each evening, there was a dance on deck, by moonlight, to the music of a blind fiddler, who in this manner worked his passage home. At eight bells, the first mate's stern voice could be heard, crying;—"Stop that noise!" Then the dancers withdrew to their berths, or sat quietly under the bulwarks, enjoying a cool breeze; for in the day time, it was still very hot.

We of the after cabin now had tea; which meal like all duties in the Fearless, was promptly and regularly attended to; though, owing to his father's illness, the office of steward had devolved upon a pale, sickly lad of seventeen. After tea, one of us read aloud; or Captain Samson spun yarns, concerning his adventurous youth. The captain was as fine a specimen of your true Yankee skipper of the genuine "salt-lick," as could anywhere be found. He would himself have spurned the

thought of being called a Yankee, which word has, with Americans, a limited signification, and our captain was no new Englander. But a better seaman and kinder man never stepped; although in some points his notions of right were alarmingly confused. It was the fifth evening of our voyage and the wind still held fair, but with a falling glass and gathering masses of cloud to the northward, which boded no good. The tea-things had been removed and, after some desultory conversation the captain was called on for a story. "Gentlemen," said he, "as we sit round this 'ere table; you wouldn't think there was not a scrap of dry land within five hundred miles? Why, for all the motion she feels, the ship might be lying abreast of Jersey city; but I have seen her skip, I can tell you. Why one time she came out of Liverpool, with a double reefed top-sail breeze, from the west-sou'-west. There was some sea—yes sir;—but it isn't the sea that I mean to speak of, for my story is with the passengers, at least one of them, and a queer devil he was, as ever trod the deck of a ship. I had my eye on him, tho'; and thinks to myself, "If Sam Samson can't heave that beggar to, there's no such thing as snakes and pumpkins."

"Was he a troublesome fellow captain?" said I.

"Troublesome! look here, sir! that man pretended to be ill the third day out. It's a trick those Irish have."

"Was he sea-sick captain?"

"Worse than that; he told the surgeon that his inside felt very bad. 'Bring him aft!' said I. So up he came, looking for all the world like a nigger-driver who'd just resigned his post from ill health. 'Now my man'; said I, 'no nonsense with me; if you don't get better, right away, we'll begin at the top left-hand corner of the medicine chest and work you steadily through it. Well he look'd kind o'scared at that, I can tell you; and began to hollow out.'—'Oh captain spare me! I'm dreadful bad! and so on.' 'Je-s-rusalem!' says I, 't'ain't no use talking; if you can't get well, we'll put you right through with it, from Bunker Hill up to Independence."

"And what happened then captain?"

Why the surgeon must needs cut in, with some bunkum about professional reputation; but I felt there was no wastin' time on him; as the eard sharper said, when he met the devil in a city car. 'D'you see that main-top?' says I, keepin' my temper wonderful. The surgeon looked at it and said, 'yes he did.' 'It's a nice sort of professional situation, isn't it?' says I. Well he felt this was like fightin' an alligator in a cane brake, so he sloped for his own state-room, and there the matter ended."

"But the invalid captain; how did he get on?"

"Why he worked the chest as far as castor oil, which comes third in the top row; and then my gentleman said he felt cured, and behaved quite reg'lar, for the rest of the voyage."

After this story we went on deck, where an ominous flapping and rattling shewed that the wind had shifted and taken us aback. As yet, however, there was very little of it; so after much shouting and confusion, her yards were braced round and the Fearless careered away on the other tack. Everything now looked like dirty weather and the moon light, though obscured by scud, showed a rapidly rising sea. Huge waves came up to wind-ward and curled above our side, like living monsters, as the gallant ship bounded forward, rising to each fresh assailant, with a glorious rush, or as Captain Samson expressed it, "keepin' her nose sarcy above the water." Twice only did a wave fairly strike the ship abeam, and then, all hands had to hold on for their lives. Our captain was just the man to manage his vessel at a time of danger. Clinging to the weather bulwark, trumpet in hand; he shouted his orders and encouragement; in a voice that could be heard above the fiercest raging of a storm that made every timber in the Fearless groan and creak, under her tremendous press of sail. As I withdrew for the night, the sickly young steward came to me, with a message from Captain Samson, that we were doing fifteen knots large. At this rate our voyage would not take long; so, hurrah for the Fearless! and slumber as well as you can with all nautical luxury for the time abandoned, a biscuit and a glass of grog in place of the customary well laid supper, and more trouble to stay in one's berth, than would suffice for the achievement of considerable reputation as an acrobat. For several days the gale continued with unabated force. Although we carried on, until even his mates looked, as the captain told them, "sort o' scared" yet, still, at each noonday observation, there was but slow progress to record, and with all her power, our vessel was driven far south of the proper course. Gradually the wind fell to a strong breeze and then died away altogether, leaving us rolling most unpleasantly, with all sail set, instead of the few wet rags that had given the ship such speed, not long before.

Both watches were on deck, repairing damages; the steerage passengers once more appeared in upper air; and, again, the blind musician sent forth his lively strains. Captain Samson was particularly pleasant; and our talk after dinner, turning upon law and lawyers, he gave the following anecdote from his own experience.

"My brother is established in business in New York, and sometimes comes to me for advice. Now, don't you smile and fancy that old

Samson thinks himself some pumpkins. I know but very little beyond my profession, gentlemen, except cooking; which, though not part of a seaman's reg'lar duty, I picked up when a lad, having been cook aboard a steamer, trading in the Gulf. But, however, here's the story, which I tell with pride, of how I got the better of a Yankee lawyer. The fellow owed my brother two thousand dollars, and put off the payment by one excuse and another, for nearly six months. Now I tell you, when they let me know of it, I was riled to that degree, that I asked to have the matter left in my hands; and on one fine morning I walked into the office of this repudiating land-shark, as good luck would have it, there he was at his moorings. 'Good morning captain says he;' all of a tremble like; for I was accounted a man of nerve, and may have looked a little ugly. 'There's no need wastin' words'; said I, 'where's that money? cash down! will be the only signal hoisted to day.' Upon which he made a dart for his table drawer; but I quietly pushed him back. 'Now, sirree, no violence, if *yew* please;' pulling out my pocket companion, I aimed at his head very civilly. 'Now, old coon, give us none of your tarnation tricks; but pay up what you owe my brother, right away, for I mean to stop till the money's forthcoming.' Well, the amount of words that critter used was enough to sink a north-river barge; but, before long, he kind o' felt himself fixed, and, with a very sorrowful air, out came three bags of dollars with a bundle of notes. I counted it over with one hand, keepin' my pistol barin' on him with the other. When the whole amount was safe in my pocket, I wished him good afternoon; and just walked out, having as you must admit, got the best of it. Now this is none of your blood and thunder border ruffian stories; but a quiet bit of real life which plainly shews that the only thing wanted with lawyers is a little firmness."

With such tales we beguiled many hours, for the next week of fine weather. Several vessels were passed and duly signalled; affording, by their appearance, some relief to the monotony of the watery waste. The Fearless had crept back on to her course, and was slipping along under all sails; when, one night about eleven o'clock, a squall laid us on our beam end. The ship soon righted; but part of her cargo had shifted, giving her a list to starboard, that made our condition in the severe storm, which followed, anything but agreeable. The sea poured in to leeward, often covering the rail for many minutes; one quarter-boat was washed from its davits; and things looked decidedly gloomy. Her stiffness having gone, the Fearless heeled over alarmingly, before so wild a blast as now swept upon us, from the frozen coast of Greenland; chilling those who were obliged to remain on deck, and

keeping every passenger, but myself below. My fellow travellers of sallow aspect urged me not to quit the cabin, where they shivered and groaned with cold and sickness; but I rejoiced in a chance of watching our ship's behaviour, and repaired, each morning, to my accustomed seat on the poop; until the crew, like all sailors very superstitious, sent a deputation, with the strange request, that the gentleman would change his seat and look less to windward; as, otherwise, we should get into some trouble. Of course their demand was complied with; and, I pressed Captain Samson as to whether he shared the opinions of his men. "Sir," said he, "there aire some facts which can't be rightly explained, no way you may fix it." This was all he would venture on the subject.

But there are so many incidents worthy of notice, connected with our voyage, that I can do but little justice to most of them in my present space. The weekly distribution of food to steerage passengers, the violence of the mates to the men, and the ever-returning excitement, as to whether our dinner, which was cooked for'ard, would get in safety to the cabin, can alone be mentioned.

A few poor wretches struggled with their baskets and sacks, across the slippery deck, to receive certain quantities of flour, biscuit, and salt meat; which were served out by our grim purser. Several barrels had been secured with much trouble, under the weather bulwarks; and here the purser, assisted by two or three passengers, officiated for half the day. Deaf alike to complaints and remonstrances, he filled each man's measure in his own way, and many thought themselves aggrieved at not receiving larger shares. Occasionally, in the midst of the hubbub, with women screaming and children crying, a heavy sea would break to windward and deluge the assemblage with spray. For the moment all became hushed; the casks were covered; and the purser growled out,— "There that's what you get for making such a noise!" The remark, however, wanting in logic, was always well received, a hungry, servile laugh rewarded Mr. Carl's humorous sally; and when the Fearless shook herself free, and rose on to another wave, business was resumed with its former activity.

A subject more painful than the vagaries of the victualling department, and one which I approach with much hesitation, is the ill-treatment received, by our crew, at the hands of their officers. The present system of pay and enlistment in the merchant service is very bad. Such is the demand for sailors and the difficulty of procuring them, that most vessels, especially the New York liners, are worked by a ragamuffin collection of loafers and landmen with only a genuine tar, here and there.

Having been paid in advance, a practice which Jack's improvidence renders necessary, they come on board with little to gain by good conduct, but useless praise: it is the interest of every skipper to get all he possibly can out of his crew, knowing well that the men on their part, will do nothing, without plenty of looking after.

I believe that the Fearless has a good name in the trade, and that Captain Samson is, among his class, esteemed rather humane, than otherwise; in fact, our worthy commander boasted to me,—“I never allow anyone to be hit, except with the fists, on board of my vessel, for I'm a God-fearing man.” But, short of that, they certainly were treated with brutal violence. I saw several knocked down for trifling carelessness. Kicking and cuffing were the order of the day; and when, on one occasion, a spar was carried away through the omission of a sailor to ease off the braces as we came about, he received a beating from the second mate, that must have tested, to the last degree, what *Bell's Life* would call “his gluttony.”

“But human natur” sir, requires whippin’,” said Captain Samson, when I remonstrated gently with him, on the last mentioned occurrence, “and if that skulking ’possum hadn’t got a sort o’ warnin,’ we might have our main-top-gallant yard snapped every other day. It’s like the schoolmaster, in Connecticut, that was tried for beating a boy to death. ‘What ha’ you got to say for yourself?’ asked the judge. ‘Why this,’ said he, ‘the boy warn’t made right. There was no proportion about him. His vice was too great for his strength; so, before we could get the first out of him, he died right off!’ One poor fellow, a Frenchman by birth, seemed to have a hard time of it; for he was expected to obey orders, given in a language he could scarcely understand, and received instant punishment if he hesitated, or enquired, what was meant. But Jaques Crapaud was gifted with immense activity, and, when closely pushed, he escaped serious injury by tactics, which a sporting authority before alluded to would stigmatize as, “dropping to avoid.”

Altogether I fear that among the hundreds of vessels which cover every sea, throughout the world, more cruelty and tyranny are practised than most persons at home have ever imagined,—for, though a judicial investigation may bring to light one instance in twenty, there are, doubtless, nineteen others, fully as bad, which are either submitted to in silence, or complained of where public opinion, as in the United States, set strongly in favor of the officers.

There is one event on shipboard, which recurs with never-failing interest to relieve the tedium of the voyage;—and that event is dinner. Not that I would suggest any peculiar greediness on the part of myself,

or fellow-travellers. We were hungry it is true;—who is not, at sea, after their first qualms have been surmounted? But the excitement attendant on our midday meal had in it an adventurous tinge, which made even the American gentleman, who favored us with nothing but complaints against our bill of fare, warm into momentary enthusiasm. The pale-faced steward, with a sailor supporting him on either side, staggers along the deck, bringing soup and meat from the galley. Now he reaches the mainmast—we hold our breath—a mighty wave lifts the Fearless almost on to her stern, then she plunges forward. Hold on, sickly boy! or all will be lost—a groan from my companions—he has let fall the potatoes. One man goes in pursuit of them, as they roll towards the lee-scuppers; the other helps our steward a few steps further. Alas! the ship lurches to starboard. He clutches vainly at the weather-rigging; and then slides, in a sitting posture, to the inevitable ducking which awaits him. Roused to energy, by the nature of the case, I spring forward in time to save our beef from destruction; but the soup (pea-soup of course) has been overturned, so we must content ourselves with a single dish; and, as the captain elegantly put it,—“feel a tarnation deal better off than the down-easter, who lived, for seven days, on a pumpkin-pie and fixings.”

The storm fairly blew itself out, and by degrees, immense Atlantic waves subsided into long rolling swells. The sky became clear; save westward, where a slight bank of cloud still hovered. “Now sir,” cried Captain Samson, “there’s a chance coming for the old lady. Do *yew* see that patch of cloud on her port quarter?—it means wind and we’ll show you what she can do running.”

Sure enough the weather completely changed, everybody was again on deck, and all sail set to catch the favoring breeze. At first we were stopped by the swell under our bow, but this soon subsided and the Fearless flew on, towards her destination, at a rate which would have distanced all competitors, had any been in sight. But we were far ahead of every vessel that had started with us from New York, and those outward bound had passed us long ago, so except a solitary schooner from St. John’s, which was drifting homeward, under tri-sails we found nothing to test our speed. Charts were now in constant requisition, the deep sea lead was mysteriously mentioned, and an anchor got ready. Fresher blew the wind; and bets were ventured on the exact time of our arrival in port. The crew received less ill usage and more grog. Their songs sounded cheerily from the pumps, or the braces; and again, were hornpipes vigorously danced, while the blind fiddler, mounted on an empty cask, seemed to share the general anima-

tion. My sharp visaged American friend began to arrange his plans for "doing" Europe in ten days, and asked me whether he could not manage the Crystal Palace, Hampton Court and Windsor, in one afternoon? Eight bells sounded; and yet, the first mate was not heard forbidding further noise. It was a bright starry night; the passengers appeared extremely jolly and no one thought of retiring until after ten o'clock, when many had a greater difficulty in walking, than the motion of the ship could reasonably account for.

Next morning we sighted Cape Clear and had a fine view of the Irish Coast, from thence to Cork Harbour. The Tuskar was passed soon after sun-set and, on the following day, we rounded Point Linas and lay to, for a pilot, off the Orme's Head. It was a stirring scene. A whole fleet of vessels were waiting, like ourselves; for assistance into the Mersey and, among them, were detected several liners which had weighed at Sandy Hook, three weeks before our ship. We were certain to be in the river sooner than they, if a pilot could be quickly obtained. Here was a parting excitement. Only one boat was anywhere near—would she board us the first? Several minutes of suspense. Yes! here she comes! a queerly painted cutter, under close reefed mainsail, towing a gig. The boat is cast off, and presently a ruddy Englishman is shaking hands with Captain Samson and congratulating him on the rapidity of his passage.—"Yes, sir, its not every government steamer that can beat the Fearless even with a head wind for fifteen days."

ROYAL WESTERN YACHT CLUB OF IRELAND REGATTA.

As we noticed in a prior volume of the *Yachting Magazine*, the head quarters of this club is now established at Queenstown, and for that place a numerous fleet of yachts took their departure from their various ports, intending to assemble in time for the regatta which was to have been held on the 12th of June, but the severe gales of the two previous days delayed the yachts on their passage, and the committee of the club prudently postponed the proceedings to the 16th, when some of our most celebrated cracks exhibited their bunting, accompanied by several of H.M. ships which added to those already moored there formed a grand spectacle.

The morning was fair and bright, wind light and fitful, scarcely enough to do justice to the sailing qualities of the yachts.

The entries for the 100 sovs., (a description of which will be found in our June number, page 284,) comprised the following:—

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts	Rig	C.M.	Owners	Builders
780	Osprey	cutter	59	E. W. Nunn, Esq.	Ratsey
917	Sibyl	cutter	56	Sir J. Arnott, M.P.	Wheeler
817	Phosphorus	cutter	48	W. Turner, Esq.	Hatcher
64	Avalanche	cutter	44	J. Wheeler, Esq.	Wheeler
7	Æolus	cutter	60	C. T. Couper, Esq.	Fife
312	Enid	cutter	56	F. Scovell, Esq.	Wanhill
187	Coolin	cutter	33	G. Robinson, Esq.	Wanhill

This race was open to yachts of all rigs of 10 tons and upwards, belonging to royal yacht clubs, or the New York Yacht Club, a time race, the scale adopted being that of the Royal St. George's Yacht Club; the course the usual one in Cork Bay, starting from buoys laid down opposite the Club House, round the Spit Light, leaving it on the starboard hand, thence down the Man-of-War Roads, away to the eastward to a flag-boat moored a mile-and-a-half south of Poor Head, leaving it on the starboard hand, away to a flag-boat moored six miles magnetic south of Roche's Point Light-house, thence to a flag-boat moored off Daunt's Rock, leaving her on the starboard hand also, and so back through the Man-of-War Roads, leaving the Spit Light for the last time on the port hand, and winning between the Advice, steam sloop, Capt. Raymond, (kindly placed at the disposal of the committee as flagboat,) and the Club Quay. Capt. Charles Fellowes, commanding H.M.S. Revenge, kindly undertook the duties of umpire and starter, and, assisted by Capt. Raymond, of H.M.S. Advice, rendered very important assistance to the success of the regatta.

The start took place at 12h. noon, wind very light from N.W. to W, the head sails were quickly up, and they all glided away together with the tide. Balloon jibs and gaff topsails of immense proportions were hoisted to catch the breeze. Osprey and Phosphorus were first to draw ahead, but in a few minutes the Coolin walked saucily out along the northern shore and led the fleet for the Spit; all woke up suddenly and made a spasmodic start, as if surprised at her hardihood in so soon challenging for a lead. Osprey seemed the most offended, and drew out under the lee of the junior maiden; again she made another endeavour, but the fickle breeze deserted her, Æolus and Enid ran up to her, the Sibyl Phosphorus and Osprey all abeam too leeward of them; the Avalanche then commenced to brandish her white flag with the blue cross in a playful sort of way, but at 12h 11m. 30s. the Enid would have no more nonsense, and making a dash she led them gallantly round the Spit Light, with the Æolus on her lee quarter, and the rest all in line

close astern ; it was the most beautifully executed start that could be witnessed from the shore, the excitement amongst the myriads of spectators was something to be witnessed. The Coolin bearing away a little for the Spit came saucily gliding on the weather of the Sibyl, and the latter keeping down on the Phosphorus, who in turn had to lean a little on the Osprey, brought these vessels so closely abeam of each other that it was with some difficulty and a little judicious handling with the main sheet that a foul could be avoided ; slyly did the little iron vessel try to break that wall of canvas again, but the Avalanche would not be persuaded to let her go, and took her position on her weather quarter, as if warning her to be on her good behaviour. After rounding the Spit the fleet divided, the Osprey and Phosphorus paying each other delicate attentions along the western land ; the Æolus slightly leading to the eastward, with Enid in jealous attendance on her weather quarter ; the Avalanche working the eastern shore well aboard on the Enid's quarter, the Coolin just astern of the Avalanche, and the Sibyl mid-channel on the Coolin's lee quarter.

At 12h. 25m. the fleet jibed to port, and with the wind very light and paltry, there was some difficulty in keeping a good look out, the balloon head canvas not sleeping, and the roads being crowded with merchant shipping. As the vessels gently glided past the Warrior, her numerous crew might be seen swarming in eager groups scanning the various competitors. At 12h. 29m. the Avalanche, Enid, Æolus, Phosphorus and Osprey formed line abeam.

The Storm King steam tug with a large vessel in tow behaved very badly—steaming up alongside of the competing vessels, and giving the Avalanche her wash ; after some little gentle remonstrance her skipper was persuaded to alter his course, and tow out along the western shore.

The Osprey took a sly little start to the front, just to try the temper of the fleet. At 12h. 34m. the Sibyl and Coolin ran up to the leading vessels, the Sibyl made a gentle movement through the lee of the Phosphorus, which the latter repaired in a few minutes after. Avalanche and Enid jibed their booms to starboard, and at 12h. 37m. the Æolus ran up abeam of the Osprey. The Avalanche taking one of her peculiar launches began to move to the front along the eastern shore in a most alarming manner. The Coolin and Sibyl again became intimate associates under Carlisle Fort.

At 12h. 42m. the first decisive movement took place, the Osprey going boldly to the front, and commencing to move down wind at astonishing speed, considering the light air that impelled her ; Phosphorus Æolus and Avalanche forming line abeam astern of her, and the Sibyl

Coolin and Enid a second line, close up to them. The *Æolus* in the Narrows, looked a perfect picture, as she rose to the gentle Atlantic swell, looking like some powerful champion inhaling a strong breath previous to some desperate strife.

At 12h. 50m. the *Phosphorus* set her balloon foresail ; at 12h. 53m. the *Osprey* passed *Roches Point Lighthouse*, out to sea ; and at 12h. 55m. 30s. she jibed her boom to starboard. At 12h. 57m. *Phosphorus*, *Æolus*, *Sibyl*, *Coolin*, *Enid*, and *Avalanche* rounded *Roches Point* in line, and all jibed together at the same moment, presenting a beautiful sight to the spectators that crowded the point, several horsemen galloping along the hill, keeping the vessels in sight. The *Phosphorus* hauled across the *Æolus's* stern, and established herself upon her weather.

The *Osprey*, having now got her wind clear, began to leave the fleet very fast ; the *Avalanche*, however, woke up sharp, launched out in rapid pursuit, and tackled her gallantly.

At 1h. 8m. the *Avalanche* increased her speed and raced boldly up to the *Osprey*, challenging for the lead ; at the same time the *Enid*, *Sibyl*, *Phosphorus*, *Coolin* and *Æolus* formed again in line astern of them, the wind blowing all in veins, light, streaky, and uncertain: at 1h. 52m. the *Avalanche* had a fine breeze, and was mistress of the situation, leading for the eastern boat, but the *Osprey* seemed determined to wrest it from her. The *Æolus* next took a streak of wind, and began to move up to the leading vessels, the *Enid*, *Sibyl*, and *Phosphorus* in line, and the *Coolin* well up. 2h. p.m. the *Enid* began to close with the *Æolus*, and the *Sibyl* and *Phosphorus* catching the wind commenced to move also. The eastern boat was close at hand when the *Osprey* made one of her favorite bursts and passed the *Avalanche*, rounding it at 2h. 9m., her rival 1m. 15s. after. Shortly after it became a dead calm, then the wind suddenly veered round to southward and eastward, and became baffling; the other vessels had to make a tack to port, to enable them to weather the flag-boat: at 2h. 19m. the two leading vessels were nearly becalmed going for the southern flag-boat, but still the *Osprey* seemed to go along like as if she was propelled by a screw. The wind veered to southward and westward with the *Clyde* clipper, and she made a bold dash for the eastern boat, but the *Enid* crept between her and the mark boat.

Osprey at 2h. 20m. shifted her balloon jib, as the wind had all the appearance of westering, and the example was immediately followed by the *Avalanche*. At 2h. 28m. the *Enid* and *Æolus* tacked to starboard and shifted jibs in stays ; they weathered the eastern flag-boat, *Enid* at 2h. 31m. 50s. The *Coolin* made a splendid hit for the eastern boat,

weathering the Sibyl and Phosphorus, and the three vessels rounded it at the following times:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Coolin.....	2	36	0	Sibyl.....	2	38	0	Phosphorus	2	40	0

It was a dead turn to windward for the southern flag; Coolin and Sibyl stood away on the starboard tack to the southward, while the Enid, Æolus and Phosphorus stood to the westward. At 2h. 46m. the Osprey tacked for the southern boat, closely followed by the Avalanche—and bravely hunted Avalanche. At 2h. 49m. the Enid and Æolus tacked, Enid leading. At 2h. 50m. the Phosphorus tacked to starboard to clear herself of the Sibyl; Osprey was still going like a witch, with Avalanche second, Enid third, Æolus fourth, Phosphorus fifth, Coolin sixth, Sibyl seventh. At 2h. 59m. 30s. the Æolus tacked to starboard, about a quarter of a mile on the beam of the Phosphorus, and at 3h. 8m. she shifted her balloon for a smaller gaff topsail.

At 3h. 11m. the Osprey tacked round the southern boat, her water engine going, and sail well wet. At 3h. 22m. the Avalanche weathered the southern boat, at 3h. 27m. 15s. the Enid just weathered by a half tack, and at 3h. 29m. 30s. Coolin, Sibyl, and Phosphorus tacked round it together; Æolus at 3h. 31m. At 3h. 34m. Phosphorus shifted her balloon for a narrow-headed gaff topsail, which her crew did in the smartest manner, being 3m. 40s. from the time the first sheet was started until the second was sheeted home; at the same time Enid and Coolin shifted their balloon topsails, and were 5 minutes doing so, and very smartly done too, 6 minutes being the average time we have seen it done in. At 3h. 44m. Avalanche shifted her balloon topsail, and was 4 minutes doing it. The wind had now freshened from the westward, a good steady breeze.

At 4h. 0m. 40s. the Osprey tacked round Daunt's Rock Boat, and, setting her balloon jib, went away with free sheets, flying along the land. At 4h. 8m. 30s. Avalanche tacked to port for Daunt's Rock Boat; in the meantime the Phosphorus had laid a good leg up for the same mark, and at 4h. 12m. 30s. she and the Enid tacked for it; at 4h. 16m. 40s. the Avalanche rounded Daunt's Rock Boat and set her balloon jib and topsail; at 4h. 19m. 0s., the Phosphorus rounded and set her balloon jib; at 4h. 21m. 40s., the Enid rounded and set her balloon jib; at 4h. 23m. 0s., the Coolin rounded; at 4h. 28m. 0s., the Æolus rounded; at 4h. 30m. 0s., the Sibyl rounded, and set her balloon jib; at 4h. 31m. 30s., the Coolin set her balloon topsail, evidently making a determined race on time; at 4h. 46m. 0s. the Enid set her balloon topsail.

At 5h. the Osprey seemed to be becalmed in the Man-of-War Roads,

a terrible fate after a gallantly sailed race. She carried her boom on the port hand, looking as if she had a light air from the eastward, whilst the *Avalanche* was creeping steadily close along the western land, with her boom on the starboard hand, looking all over dangerous.

The *Phosphorus* and *Enid* likewise neared her, but the little *Coolin* came along in splendid style, and threatened the *Avalanche* quite as narrowly as she threatened the *Osprey*. Gallantly the fine old *Osprey* fought to the last; she never flinched an inch, but went game to the finish, well and quietly sailed, but the *Avalanche* had her in the toils, and she found a foeman well worthy of her canvas. The *Coolin*, still threatening, ran up to the *Enid*, when Mr. Scovell, with the spirit of a true yachtsman, finding he had no chance himself, courteously gay way to her, and allowed her to pass to windward. The Spit Light was rounded in the following order and times:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
<i>Osprey</i>	5	20	45	<i>Coolin</i>	5	31	30	<i>Æolus</i>	5	40	0
<i>Avalanche</i>	5	24	50	<i>Enid</i>	5	31	45	<i>Sibyl</i>	5	43	0
<i>Phosphorus</i>	5	30	0								

The *Phosphorus*, following the example set by the *Enid*, also gave way to the *Coolin*, and the last grand struggle for this handsome prize terminated at the flagship in the following order and times:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
<i>Osprey</i>	5	25	40	<i>Coolin</i>	5	36	10	<i>Æolus</i>	5	43	30
<i>Avalanche</i>	5	28	48	<i>Enid</i>	5	37	0	<i>Sibyl</i>	5	45	40
<i>Phosphorus</i>	5	35	23								

The *Osprey*, 60 tons, at the scale of time allowance, having to allow the *Avalanche*, 45 tons, 5m. 25s., and the latter being in 3m. 8s. astern she beat the *Osprey* 2m. 17s. on time, and won the cup; the *Avalanche* having to allow the *Coolin* 5m. 5s., and the latter being 7m. 22s. astern of her, the *Avalanche* beat her 2m. 17s. also, a rather strange coincidence. Mr. Wheeler's success in thus beating the crack boats that were pitted against him was hailed with loud and repeated cheering on the shore; the *Avalanche* was sailed and steered by Capt. Henry H. O'Bryen.

During the time occupied by the sailing match several rowing matches took place between the local whale-boats and the men-of-war's boats, the *Mayflower* (of the whale boats) beating the *Rose*, and *Duke of Magenta*. A spirited contest between the cutters of H.M.S. *Hawke* and *Ferret* ensued, which ended in a foul, and the race will have to be rowed over again. A race between men-of-war's cutters followed, when the boats of H.M.S. *Gipsy*, *Desmond*, *Hawke*, *Advice*, *Eliza*, *Ferret*, *Sandfly*, *Griper*, and *Rose* were entered; the *Gipsy*'s boat took the lead until abreast of the *Gipsy* on the second round, when, in consequence of a

mistake of the coxswain's, the Hawke's boat was declared the winner the Ferret's being second. The race between the six-oared men-of-war galleys came next, for a prize of £5 for the first boat and £1 for the second, for which were entered the galley of the Emerald, Admiral Jones' green and black galleys, and the Revenge's galley. The galley of the Emerald took and maintained the lead, followed closely by Admiral Jones' black galleys, which came in second. The race between the naval apprentices concluded the rowing matches; it was contested between the first and second cutters of the Ferret, the white and black-flagged cutter being the winner. Several minor sports followed, such as duck hunts, &c., and the members dined together in the evening.

METROPOLITAN SAILING MATCHES.

Royal Thames Yacht Club.—The second matches of the season of this club were sailed on the 7th of June, when out of fourteen entries, only one was absent, viz: the Snipe, yawl, D. F. Dalton, Esq.—Six prizes in plate were offered.

To the second class, exceeding 20 tons, and not exceeding 35 tons, first vessel fifty sovs., to the second twenty sovs.

To the fourth class of 7 tons, and not exceeding 12 tons, first vessel thirty sovs., to the second ten sovs. '

To the extra match, (vessels that had never won a prize,) first vessel 40 sovs, to the second ten sovs.

Half-a-minute per ton allowed for difference of tonnage, and schooners to be rated at two-thirds of their tonnage with cutters.

Numbered as in Hunt's Universal Yacht List for 1862.

N.	Names of Yachts	Rig.	Ton.	Owners.	Builders.
SECOND CLASS.					
307	Emmet.....	cutter	27	T. C. Manderson, Esq.	Wanhill
832	Queen.....	cutter	25	Capt. T. W. Whitbread	Wanhill
812	Phantom.....	cutter	26	S. Lane, Esq.	Penny
1075	Vampire.....	cutter	19	Capt. Commerell	Hatcher
FOURTH CLASS.					
756	Octoroon.....	cutter	12	C. Long, Esq.	Hatcher
1295	Wasp.....	cutter	12	Col. A. Swinton	At Plymouth
839	Quiver.....	cutter	12	Capt. Chamberlayne	Owner
406	Folly.....	cutter	10	W. L. Parry, Esq.	Payne
1096	Violet.....	cutter	10	Lord de Ros	Aldous
EXTRA MATCH.					
763	Oriole.....	cutter	26	J. W. Ledger, Esq.	Inman
293	Ellen.....	schooner	19	R. B. Hesketh, Esq.	Halliday
657	Mars.....	cutter	44	G. Haines, Esq.	White
1093	Violet.....	schooner	32	J. R. Kirby, Esq.	Aldous

This large fleet of vessels was moored in three lines off Erith, the second class first above, the fourth class next, and the extra match third, or lowest, being the first to be started. We believe that on no previous occasion, in one club on the Thames, so many yachts ever appeared at their moorings, and the morning being bright the sight was truly gratifying, not only to the nauticals, but to the landmen likewise. The noble Commodore, Lord A. Paget, with the Vice-commodore, R. Green, Esq., and the Secretary, Capt. Grant, immediately proceeded on a tour of inspection and instruction to every yacht, and on their return to the steamer, (Prince of Wales), the preparatory gun for the extra match was fired at 11h. 39m., and the start took place within 5m. after. The wind at this time was blowing with considerable force, from W.S.W.; the little Ellen carried whole sail, whilst Violet and the cutters had each a reef. The Ellen was first off, and first canvassed, Oriole second, Violet third, and Mars last, being very slow at starting. The Violet soon took the lead, and was well ahead when seen entering Long Reach, with Mars following, Ellen next and Oriole last, in this position they continued until well into Gravesend Reach.

The second and fourth classes were started together at 11h. 52m. 20a., Folly smartly set canvas, followed by Violet, (cutter), Wasp and Quiver fouling, the former's bowsprit entangled on latter's boom, causing the Quiver to lose considerably in the start. Queen led off in the second class, followed by Phantom, Vampire third, and Emmet last, with her peak halliards fouled, and tack of foresail all adrift; Phantom got her topping-lift foul of one of the other yachts in Rands Reach, and carried away her bowsprit, which was thus early in the race considered to be her final essay, but her staunch crew soon got to work, and set a small jib on the stump. In Long Reach the Queen was leading with a reef down, the Emmet next with a reef down, and a jib-headed topsail hoisted, the Vampire third with two reefs. These were followed by Folly, Octoroon, and Quiver, then Phantom, Wasp and Violet (cutter). Before entering this reach, Octoroon attempted to pass Folly, and a very pretty match took place between them. However Folly maintained her place, and when in Long Reach was leading by some score yards. The wind was very strong, and all the fourth class had two reefs down; in this reach there were several merchant vessels bound outwards, which rather hampered the small fry.

The Queen had a smart contest with Emmet near Greenhithe, the former standing up very stiff, whilst the latter was literally buried, yielding to the force of the heavy wind, yet she gained the lead, and on entering Fidler's Reach was some distance ahead, here the Queen set

topsail. The tactics displayed by the crews of each vessel were much admired, both luffing up and bearing away simultaneously. During this time Phantom had passed Vampire, and notwithstanding the Phantom's jib broke adrift again in Northfleet Hope she still kept ahead of her wily opponent.

In Gravesend Reach the Octoroon and Quiver challenged the Folly, and overhauled her, and for a time it was evident the Quiver had a trifling lead, but was not able to hold it, for the Folly was alive to her critical position, and again shot ahead, which she maintained, rounding the boat moored off the Chapman thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Folly.....	2	13	35	Quiver.....	2	14	10	Violet (cutter)	2	25	55
Octoroon	2	13	40	Wasp.....	2	20	40				

As the club steamer left these vessels, we are indebted to others for the information. In rounding, the two leading vessels were so close that Octoroon's bowsprit was over Folly's stern, and the Wasp careened so much that fears were entertained for her safety. Those who saw her, we believe, expected she would never right again. Thank Providence she overcame the difficulty, and started in her place for the winning boat at Erith.

We must now follow the larger vessels:—Off the Chapman, the Oriole was leading, followed closely by Emmet, which soon passed her, Ellen and Queen some way behind. Ploughing away in grand style in the distance were seen the Violet schooner, followed by Mars, and when we arrived at the Nore, our captain haying the error of his predecessor in mind, laid-to at a convenient, but respectful distance, from the light-vessel, in a *pleasant* chopping sea, so that many found their *sea-legs*, as *they* termed them, rather useless. The rounding was as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Violet.....	2	18	0	Queen.....	2	32	30	Phantom.....	2	34	30
Mars.....	2	20	21	Oriole.....	2	33	30	Vampire	2	43	0
Emmet.....	2	36	0	Ellen.....	2	34	0				

Violet and Mars had made all snug for rounding, as they had to jibe round the Nore Light, but the Emmet rounded with topsail set, which soon got adrift, the tack having parted. A man went aloft to get in the sail, or to cut it, which latter we opine he did, for it soon streamed out from the end of the gaff, and it was not secured until the mainsail was lowered. The ensign was hoisted, which in their fright they forgot to reverse, as it was meant for a signal of distress. The club steamer bore down to her, when it was seen her pump was being worked by one of the hands very leisurely; after some trouble a rope was got on board the steamer, and she was *pleasantly* towed through a head sea, the spray

of which covered her, and now and then a sea broke over her, that must have been *very refreshing* to the crew. On enquiry why she wanted towing, we were informed that her chain plates had drawn, and they were afraid her mast would go. Before concluding the account of this disaster, we must do justice to Capt. Hawkes, of the *Sea Swallow*, (an independent steamer chartered by the public), for his kindness in hastening to the *Emmet* and offering to tow her back to Gravesend. This gentleman is well-known to the members of the Metropolitan clubs, and is highly esteemed for his courteous behaviour, and endeavours to gratify his passengers.

Whilst we were dodging about, the *Violet* and *Mars* made good tracks towards town, and the former had it all her own way. Unfortunately for the *Mars*, in beating through the Hope, her main-halliards gave way, and the sail came down by the run on deck, thus putting her *hors d'combat*, and the *Sea Swallow* towed her to Erith. The races terminated as follows:—

EXTRA MATCH.			SECOND CLASS.			FOURTH CLASS.					
	h.	m. s.		h.	m. s.		h.	m. s.			
Violet (sch).....	5	45	0	Queen	6	11	10	Folly	5	28	0
Oriole.....	6	21	15	Phantom.....	6	18	10	Octoroon.....	5	35	15
Ellen	6	34	0	Vampire not seen after leaving the Chapman.			Wasp.....	5	38	0	
							Violet (cutter).....	6	41	0	

As soon as the *Ellen* had come in, the Commodore, Lord Alfred Paget, proceeded to distribute the unprecedented number of six prizes to the winners, *Violet*, (schooner,) taking the first prize in the extra match, *Oriole* the second; *Queen* the first prize of the second class, *Phantom* the second; *Folly* the first prize of the fourth class, *Octoroon* the second.

Though the wind was so strong and the tide favourable, the time occupied by the *Violet* was 6h., and yet the distance has been run in 5h. 32m. 45s. The wind blew quite steadily, but it is remarkable that the vessels in the extra match were started only 8m. 20s. before the others, and rounded the Nore; *Violet* 12m., and *Mars* 10m. 39s., ahead of the *Emmet*, a very fast vessel, and *Violet* came in 26m. 10s. ahead of *Queen*, having thus beaten her about 19m.—a wonderful achievement for a schooner. This vessel was built from a design of her spirited owner, under his personal superintendence, and it is evident that his system is perfect from the success that has attended his *Violet*s. It should be borne in mind that the *Christabel* was formerly a *Violet*, and was lengthened from Mr. Kirby's plans, the *Violet* cutter was also his production. The present schooner was universally admired; her sails were by Laphorn of Gosport.

The *Ellen* schooner by Halliday is a perfect model and her sailing on this occasion gave proofs of good speed; with less wind she would have been in a much better position at the finish.

The *Oriole* was built by Inman about four years ago, and won a small prize in Torbay; she has since sailed twice unsuccessfully in similar matches to this.

The *Mars* was built by White some years ago, and lengthened in 1860. We do not recollect her sailing in any previous match.

The *Emmet* was built by Wanhill in 1857, and distinguished herself the next year by beating the *Phantom* in the Thames; since that her name has not appeared as a winner. Her new owner, however, has spared no pains in fitting her out, and we may hope to see her successful in future races.

The *Queen* was built by Wanhill in 1860, but has been beaten easily by *Thought* and *Phantom*.

Of the *Phantom* and *Vampire* we need only mention the names. For this match *Phantom* was the favourite, though *Emmet* was considered to have a fair chance.

The *Octoroon* is Hatcher's new boat and was sailing very well in the last R.L.Y.C. match when she ran hard aground.

The *Wasp*, we believe was built at Plymouth. The *Quiver* is a new boat, built from the design of Mr. Chamberlayne by his own men, to supercede his former *Quiver*, as she did not prove fast enough to beat the new boats.

The *Folly* was from the designs of the late Mr. P. R. Maret; and was rebuilt and her stern made to rake by Payne at Southampton in 1858.

As we steamed up Northfleet Hope we passed the new yacht schooner *Clytie*, F. S. Clarkson, Esq., having a friendly contest with the *Avalanche*, T. Groves, Esq., and it was continued up to Erith, where the *Clytie* had decidedly the best of the race. This is one of Inman's latest productions, and bids fair to add honor to his name as a builder.

Royal London Yacht Club.—The second and last match of the season of this club was sailed on Saturday, June 21st, when prizes were offered of the value of sixty sovs., for vessels of the first class, viz: above 20 tons by club measurement; and the Commodore and Vice-commodore offered prizes to the value of fifty sovs., for vessels exceeding 50 tons, to sail in their usual sea-going trim, to the satisfaction of the sailing committee,

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with their usual crews, fittings, and fore-and-aft sails, and no balloon, square, or extra sails allowed. No pilot, only one man to every 10 tons, captain, owner and three friends.

Time for tonnage. To be sailed in two classes; yachts from 20 to 35 tons, half-a-minute time in both classes, between themselves. The larger class to allow the smaller three-quarters minute time.

At Erith the vessels entered for the extra match were all at their moorings, as were the Emmet and Phantom, with Christabel substituted for Queen. On making enquiry, it was stated that Phantom and Queen entered according to the rule of sailing committee, but the Emmet was a short time after the hour, and she was allowed to enter subject to the sanction of the other two yachts; when it was submitted to the owners, Queen objected and withdrew, and on the Christabel being proposed to fill the vacant space, the Phantom declined to start, so that the first class match did not take place. The following yachts started for the extra match:—

Numbered as in Hunt's Yacht List for 1862.

No.	Names of Yachts.	Rlg	Tons	Owners	Builders
328	Eva	cutter	21	W. R. Gade, Esq.	Wanhill
794	Pearl	cutter	22	J. S. Adam, Esq.	Rose of York
648	Maid of the Mist ...	cutter	31	S. P. Mumford, Esq.	Inman
657	Mars	cutter	39	G. Haines, Esq.	White
763	Oriole.....	cutter	26	J. W. Ledger, Esq.	Inman

The Amazon, Vice-commodore Smith was also entered, but did not show at the moorings. We observed her cruising about during the day.

The start was effected at 11h. 59m. 50s., wind at the time W.N.W., the Pearl took the lead, followed in succession by Eva, Oriole, Maid of the Mist, and Mars bringing up the rear, being very slow at getting off. In Rands Reach, the Oriole being most in the tideway, drew on the Eva and Pearl, both of which she passed opposite the Erith Gardens; Mars also, having shaken off her lethargy, drew on Maid of the Mist, then challenged and beat the Eva, and before rounding the point the Mars had become second boat, a close contest now took place between the other three, their booms appeared to overhang each other's deck. The wind was variable and that of a light description; Oriole passed through Long Reach about 200 yards ahead of Mars, which vessel was about same distance ahead of Pearl; Eva and Maid of the Mist beam-and-beam, having an exceeding good race between them. They ran through Fidler's and Gray's Reach with but slight changes in the following order:—Oriole, Mars, Pearl, Eva, and Maid of the Mist.

In Northfleet Hope, Mars, which had been playing second to Oriole, shook her wings and boldly challenged her. Some excellent tactics occurred, when off Northfleet the Mars crept up to Oriole eased off her main-sheet and were now beam-and-beam. Off Rosherville they jibed, the Oriole apparently endeavoured to luff up and go to windward but failed; the Mars hugging the shore along Tilbury as close as was prudent to prevent her. Off East Tilbury the Oriole slipped through the Mar's lee. In the Hope the Mars again gained the lead, and walked off considerably ahead, Eva came up to Pearl off Ovan Buoy, when seizing a favourable opportunity she luffed up to windward, and weathered the Pearl. Off Thames Haven these two vessels had another sharp bout together, and Pearl wrested the third place from her persevering opponent.

The course was intended to be from Erith to Nore Light and back, but owing to the extreme light winds it was decided to shorten that course, and off Leigh Church they rounded thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Mars.....	2	42	0	Pearl.....	2	47	15	Maid of the Mist	2	52	35
Oriole ...	2	43	5	Eva	2	47	20				

The four first boats rounded well, and as will be seen in two divisions, very near to each other. They now prepared to beat up, and Eva soon took the place of Pearl, but it was for a short time only, as the latter again passed her, and made up her mind to wrest the second place from the Oriole, which she succeeded in doing in Sea Reach, going to windward of her off Thames Haven; the Maid of the Mist came up to Eva. Owing to the steamer leaving the vessels in Sea Reach, and running on to Gravesend we are unable to give an accurate account of their doings, but on again meeting them we found their positions were not altered. In the Long Reach the Maid of the Mist came up to Eva and passed her, the latter was unfortunate during the beat back, as she met with some disasters, and it was supposed at one time she touched the ground, appearing almost stationary: she carried away her gaff-topsail yard also. The Maid of the Mist also passed Oriole, and the match was finished thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Mars.....	6	43	5	Maid of the Mist	7	11	30	Oriole	7	13	35
Pearl.....	7	4	0	Eva.....	7	12	55				

The Mars was declared the winner of the first prize, Pearl the second; Commodore Arcedeckne in presenting them to the owners expressed his gratification at the successful issue of sailing vessels in their seagoing trim, a system suggested last year by the Vice-Commodore (T. Chamberlayne, Esq.), of the Royal Victoria Yacht Club. There can be but

one opinion of its merits, and if persisted in will be advantageous to yachting in general.

Royal Thames Yacht Club.—The season is usually concluded with a schooner match, and on June 23rd, four vessels entered and contended for a prize value 100 sovs. for first, and a prize value 40 sovs. for second. The morning was doubtful, and on our course to Erith dark and threatening clouds gathered o'erhead, but by the time Gravesend was reached the sky appeared bright, and clear. The only wish now being "more wind," for of that there was a deficiency for such craft as the following, which were moored in a line, the crews waiting impatiently to start :—

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts	Rig	C.M.	Owners	Builders
912	Shark.....	schooner	161	S. R. Block, Esq.	Wanhill
420	Galatea.....	schooner	131	T. Broadwood, Esq.	Hansen
502	Flying Cloud.....	schooner	75	Count E. Batthyany	Inman
603	Leonora.....	schooner	105	R. B. Hesketh, Esq.	Inman

Cloud with considerable smartness, was first canted, and covered with lower sails, and shortly after being fairly underway hoisted main topsail; Leonora second, following the Cloud's example setting main topsail; Shark third, but rather hung at starting, Galatea last.—Taken as a whole they got off with great credit to their crews. The Flying Cloud being more in the tideway had the best berth for getting away. No surprise can be expressed at the Shark's start, as she and Galatea had undoubtedly the worst stations. The wind was from about N.W., but changeable during the day, the Shark drifted away to leeward, and first set fore topsail, Flying Cloud caught the breeze and increased her lead. Galatea passed Shark off Terrace pier, she hoisted an immense balloon jib—but above East Tilbury took it in again. Flying Cloud also lowered her fore topsail, and shook well up into the wind. Shark's fore topsail, seemed to be amiss.

On entering the Hope they had to make two or three boards, the Flying Cloud still leading, and on entering Sea Reach Shark had taken the second place, where her immense power began to tell on Flying Cloud, off Thames Haven she again set her fore topsail, Galatea in following suit was some minutes in getting hers up.

Off Chapman Flying Cloud was only leading Shark by one minute, shortly after Shark shifted jib for a larger one. Off Leigh Galatea passed Leonora after a very sharp contest. At Southend the Cloud was still ahead with Shark in close attendance. Off Shoebury the latter

drew ahead after an excellent match, passing through her lee. From this to the Mouse Light their positions were Shark, Cloud, Galatea and Leonora last. Here the Shark had the race in hand, but standing too far over to the southward, the Cloud which had been well sailed, close to the wind, rounded first; the Shark discovering her error although too late bore up for the Light, and as she neared it the Galatea also tacked for it, and the two rounded so close together that a foul was anticipated, the former being the nearest to the Light-vessel the second gun was awarded to her, and the third to the Shark, followed by one for Leonora after a lapse of five minutes.—We timed them thus :—

	h.	m.	s.		h.	m.	s.
Flying Cloud	2	49	45	Shark	2	51	31
Galatea.....	2	51	30	Leonora.....	2	56	15

We should have stated before, the allowance of time was a quarter of a minute per ton difference of tonnage, but no allowance beyond 150 tons, therefore :—

Shark had to allow Flying Cloud.....	18m.	45s.
“ “ Leonora.....	11	15
“ “ Galatea	4	45
Galatea had to allow Flying Cloud	14	0
“ “ Leonora.....	6	30
Leonora had to allow Flying Cloud.....	7	30

The Shark shot ahead of Galatea for about 100 yards, and when off Shoebury Ness the Galatea passed her again to windward, but off Shoebury the Shark resumed the lead. The Flying Cloud after rounding had been making good way, when the wind lulled, and the Galatea having caught a slight breeze, slipped past the two leading vessels. The Leonora not being idle came up and passed the Shark just below Sheerness. A little above the Medway the Shark again passed her to leeward, and it was doubtful if Flying Cloud would not fall into her rear.

Off Yantlet Creek the Cloud got a slight breeze, which she was not loth to take advantage of, and it enabled her to pass Galatea. The Leonora and Shark appeared once more in antagonism, near this place, and the former being more favored with slight puffs again passed the latter. The Flying Cloud held the lead until nearing Gravesend when the Galatea overhauled and passed her. The match was finished thus:—

	h.	m.	s.		h.	m.	s.
Galatea.....	6	56	30	Leonora.....	7	2	45
Flying Cloud	6	57	0	Shark	7	3	15

The result of this race entirely defeated the calculations of the backers of Shark, as it was expected that her heavy tonnage (builder's measure-

ment 175 tons,) with the large spread of canvas she was expected to carry, would be so many points in her favor, but one of the most important items in yacht sailing was not thought of—namely wind. There can be no doubt but she would have been in a much better position, perhaps first in, still the next doubt is whether she could allow the Flying Cloud the time under any circumstances. This vessel appears very graceful on the waters, and has sailing powers, which have never been tried, that we can recollect, since being built in 1852-3 for J. Sivewright, Esq., R.N.Y.C., and was afterwards purchased by J. Fleming, Esq., R.V.Y.C. We most heartily congratulate Count Batthyany upon his success, and to this first prize we hope he will 'ere the season closes add many others.

The Leonora was built in 1858-9 for G. P. Houghton, Esq. R. St. George Y.C.; and as we cannot find her in the list of winners, this we judge to be her maiden prize.

The Galatea was built in 1860-61 for her present owner. She has been lengthened by her builder 12 feet forward. She sailed in the schooner match of the R.T.Y.C. in 1861, when the Alarm won. In the present match she showed well when there was a breeze, and we may expect a better account of her during the summer.

The Shark was built in 1855, for W. Curling, Esq., and she won the R.T.Y.C. prize the same year beating Wildfire and Mayfly. Her masts have been reduced some eight feet by her present owner, but whether to advantage is undecided.

The first prize a very handsome silver and gilt shield representing a "Bucchanalian Scene," manufactured by Garrard, was presented to the owner of (Flying Cloud) and the second prize, a pair of beautiful silver claret jugs, was awarded to Leonora.

The Commodore, Lord Alfred Paget, the Vice Commodore, R. Green, Esq., the Treasurer J. Hutcheons, Esq., the Secretary Capt. Grant, and about 340 members and their friends were on board the Prince of Wales Club steamer.

The day throughout was very fine, and there was only one item wanted to please all parties—especially the fair sex. The Band of the Blues were absent on duty, none other could be had in time, so that the usual amusement in the return voyage could not take place.

RANELAGH YACHT CLUB.

This rapidly rising Club held its first sailing match for the season June 20th, on the same course as they did last year, namely, from North Woolwich to

Gravesend and back to Erith. As is well known it was originally established an above bridge Club, and the sailing matches were generally from Battersea bridge towards Putney, but in consequence of the obstructions on that course the members abandoned it last year. The head quarters of the Club are still the Swan, Surrey side of Battersea bridge, and it bids fair to become one of the first class, for at every monthly meeting owners of large craft and many other influential gentlemen are elected members. When in its infancy it had one or two rivals, but they speedily vanished, leaving the Ranelagh in its glory.

The prizes offered and conditions were:—If three or more yachts start, a Prize of the value of 15 Guineas will be given to the first yacht, and a Prize of the value of 5 Guineas will be given to the second yacht, both being the gift to the Club of C. J. Hampton, Esq.: if less than three yachts start, there will be no match. A quarter of a minute for every half-ton allowed by the larger yachts to the smaller, for difference of tonnage. Yachts with moveable Keels to sail with their Keels fixed. The following entered and started:—Jessica, 9 tons, Ingram Pick, Esq.; Rover, 6½ tons, W. W. Limbert, Esq.; Lurline, 6 tons T. Fuller, Esq.; Little Vixen, 4 tons, J. Gardner, Esq.; Hawk, 4 tons, J. Brittan, Esq.

The vessels were to have been moored to their own anchors in a line off Woolwich Arsenal, but the Jessica and Hawk were not at their stations, and seemed unable to take them without help from the steamer, though there was a good breeze well from the north. At last something resembling a line was formed, and the first gun fired at 11:58, the second at 12:1. Lurline happened to be quite ready, and made an excellent start, though she was fifty or one hundred yards higher up the river than Jessica. Vixen was forced to come about again not being able to get away.—The Hawk refused her helm, and would go any way but the right, the wind was fresh and nearly north, the weather black, gloomy and threatening. Lurline soon set a jib-headed topsail; the others were under plain sail. At Margaret Ness Lurline was leading, Rover some distance astern of her, Jessica not far off, Vixen a good way astern, and Hawk much further. After rounding the point Jessica and Lurline set square-headed topsails, and Jessica began to gain, and soon passed Rover, which selected that period for shifting jibs, and was so long about that, she was caught up by Little Vixen. Jessica and Lurline now set square sails, and Jessica gained rapidly on Lurline, passing her easily in Erith Reach, where the wind was right aft, and the match seemed over. They jibed in Erith Reach, and again round the point opposite Erith. The wind now fell rather lighter, and Jessica did not gain so fast. In St. Clements they had as much as they knew how to carry, but this year we have seen the racing yachts so invariably down on their sides as to think it nothing but the regular angle of inclination. The steamer anchored a little above the Town Pier, Gravesend, and the yachts rounded her:—Jessica, 1h. 43m. 0s.; Lurline, 1h. 46m. 0s.; Little Vixen, 1h. 53m. 0s.; Rover, 2h. 0m. 0s.

The Rover, after rounding, bore away down the river, and was seen no

more. The tide had done by the time the Rover rounded, wind not quite so strong; in fact Jessica continued to carry a jib-headed topsail, but Lurline hauled hers down and made all snug for the beat up, and very soon began to show her power, gaining rapidly. At Grays she was close up, and a very pretty struggle ensued between them as they made tack and tack together; however, Lurline was by far the best boat with sheets aft, and in St. Clements fairly passed the Jessica to windward. Lurline continued to gain, and the vessels reached Erith:—Lurline, 3h. 31m. 20s.; Jessica, 3h. 34m. 30s.; Vixen, 3h. 44m. 30s.

The Hawk timed in Northfleet Hope, and came in about four o'clock. The prizes were, after some delay, presented to the winners by Mr. Keene, the late Commodore, Mr. Fuller receiving the first prize and Mr. Pick the second. The Naiad was engaged to accompany the match, and had about 100 on board, two-thirds of whom were ladies. There was a good deal of delay in starting, as the steamer was advertised to leave Hungerford at 9:45, but the vessels were not started till twelve—two hours and a quarter between Hungerford and Woolwich.

The Commodore Col. Evelyn, was not present, not being able, owing to stress of weather, to get his yacht, *Le Reve* round.

Southend Regatta.—In our last number we inserted a proposition made to the Royal London Club, by J. Goodson, Esq., at the request of Sir S. Morton Peto, who offered two prizes, amounting to 80 sovs., for a yacht match at Southend; the Club approved of the proposal, and appointed a committee to carry it out. Mr. Luard, a member, immediately offered to give prizes amounting to 45 sovs., and June 16th, was selected to carry out the liberal offers.—A large number of persons attended to witness the sports, and the following yachts entered:—

For Sir Samuel Morton Peto's Prizes, open to yachts belonging to any recognised yacht club, to start with their mainsails set. Time allowance half a minute per ton. First prize, £50; second, £30; five yachts to start or the second prize will not be given.

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts.	Rig.	Tons	Owners	Builders.
59	Audax.....	cutter	59	J. H. Johnson, Esq.	Harvey
307	Emmet.....	cutter	32	T. C. Manderson, Esq.	Wanhill
812	Phantom	cutter	27	S. Lane, Esq.	Penny
162	Christabel.....	cutter	48	H. H. Kennard, Esq.	Aldous
832	Queen.....	cutter	28	Capt. J. C. Whitbread.	Wanhill

For Mr. W. R. Luard's Prizes, open to yachts of any rig, irrespective of tonnage, to start with their mainsails set, time allowance as above. First

prize £30, second £30, second £15; eight yachts to start, or the second prize will not be given.

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
328	Eva.....	cutter	21	W. R. Gads. Esq.....	Wanhill
794	Pearl.....	cutter	22	J. S. Adam, Esq.....	
1280	Wild Wave.....	cutter	12	R. Sadlier, Esq.....	Surridge
1294	Violet.....	schooner	13	P. Bennett, Esq.....	Aldous
1293	Violet.....	schooner	32	J. R. Kirby, Esq.....	Aldous
209	Cyclone	cutter	42	J. Field, Esq.....	Patterson
739	Night Thought.....	cutter	61	J. D. Lee, Esq.....	White
1842	Zuleika.....	cutter	21	T. Haviside, Esq.....	Blacker

The course was to start from the pier head, round the Nore Light, thence round a boat moored off the Chapman, and back to the flag vessel (Avalon,) moored off pier, twice round, leaving all on the starboard head, and to conclude by passing between the flag vessel and the pier.

At 11h. 50m. they all started, their mainsails being up the Christabel showed much smartness of crew, being first canvassed, but the Phantom took the lead followed by Queen, Christabel, Emmet and Audax last. Owing to the light wind the progress they made to round the Nore was tedious and vexatious, and for some time the vessels kept close company. The Audax at length seemed to awake to her ignoble position, and she gradually drew past each of her compeers until she took the lead, and went round the Nore Light some two or three minutes ahead of the Phantom, the Emmet which had been bettering her position third, followed by Queen, and Christabel. Shortly after came on a sudden squall from the northward, which catching Christabel her sister hooks parted and the bowsprit was carried away, which was much to be regretted as she was looking well up, and was passing Phantom to windward at the time, and altho' she speedily rigged a makeshift, her chance was gone. The Audax made the most of the breeze and increased the distance between herself and compeers, being upwards of about a mile ahead of Phantom off the pier; and they rounded opposite Chapman,—Audax first, Phantom second, Emmet third, Queen fourth, and Christabel last.

In this order they passed the pier on the second course to the Nore. After passing which they set topsails and jibs, but the Christabel again met with a disaster carrying away her cross-trees and she ultimately gave up. The Phantom notwithstanding she was sailing well could not touch the Audax, which rounded the Nore Light about twenty minutes ahead, and it was evident if the wind lasted, she would save her time on the Phantom, to which boat she had to give 16 minutes. The tide, however, now began to ebb, and the wind dropping at the same time, the Phantom gained considerably on her opponent, and was within a minute of her time at the Chapman. The race between them, however, was still watched with considerable anxiety, and ultimately, when the Audax had completed the distance, all thought she had won, but the Phantom brought an extra puff

of wind down with her, and the Audax, with her usual ill luck saw the prize slip from her grasp by 25 seconds only. The following was the finishing time:—Audax, 4h. 42m. 0s.; Phantom, 4h. 57m. 35s.; Emmett, 5h. 12m. 25s.

Queen gave up. The Phantom consequently won the first prize, the Audax the second. We now return to the extra match, the starting gun for which was fired at the same time as the other, viz., 11:49:30. The Eva was very lively in starting, followed by the Pearl; the others all in a cluster, the two Violets bringing up the rear. After the first round at the Nore, where the Night Thought was leading, Cyclone second, the little Violet gave in; the big Violet and others soon followed her example, and ultimately the Night Thought and Cyclone were the only two left to contend for the prizes. The Night Thought was at one time well ahead, but having to allow the Cyclone nine minutes there was much difference of opinion as to whether she would save her time. All doubt upon the subject was, however, set aside, for in fetching the flag-vessel she endeavoured to pass between the Amazon and another yacht, and finding this impossible, her helm was put up, but not soon enough, and the tide drove her on the Amazon, where she hung some minutes, during which the Cyclone went by her and won; Night Thought receiving the second prize. The finishing time was as under:—Cyclone, 5h. 34m. 25s.; Night Thought, 5h. 40m. 30s.

The prizes were presented to the successful competitors after a dinner in the evening at the Ship Hotel.

NORFOLK AND SUFFOLK YACHT CLUB.

THE first regatta for the season in connection with this club was held on Thursday, June 5th, at Cantley. There was a pretty good attendance of yachts, comprising the Amateur the Commodore (Mr. F. Brown); the Wanderer, Mr. J. L. Barber; the Marguerite, Mr. H. K. Tompson; the Argonaut, Mr. Trafford; the Enchantress, the Vice-Commodore (Mr. H. P. Green); the Red Rover, Mr. S. Nightingale; the Rover, Mr. T. Palmer; the Kestrel, Mr. W. Butler; the Bittern, Mr. J. B. Morgan; the Phoenix, Mr. W. Steward; the Vampire, Mr. W. S. Everitt; the Medora, Mr. J. Tomlinson; the Flying Fish (a very elegant little schooner), Capt. Cholmondeley; the Ariel, Mr. W. Mann, the Ripple, Mr. W. Branford, &c. The weather was cheering and encouraging in the morning, but in the afternoon it was wretched in the extreme, a soaking rain falling for two or three hours, to the intense discomfort of all concerned.

The first match was between cutters, for two prizes of 12*l*. and 8*l*. respectively, and there were five entries, viz., the Red Rover, 14 tons; the Wanderer, 14; the Kestrel, 12; the Bittern, 7. They started from stakes about a quarter of a mile below the Cantley Red House, the Red Rover having the first place, the Bittern the second, the Wanderer the third, and the Kestrel the last. The course extended over about six miles to the Devil's House

Reach in one direction, and the upper end of Cantley Long Reach in the other. The start took place at 12.21:35, but was not a very good one, the Wanderer and Bittern getting together in the course of the first 200 yards while the Kestrel fouled a passing wherry and was some little time in swinging clear. All this while the Red Rover was obtaining a decided lead, and she never lost her advantage. There was at this period a good breeze from the S.S.E., and the yachts coursed along in good style, the first six miles being completed as under:—Red Rover, 1h. 2m. 10s.; Wanderer, 1h. 4m. 58s.; $\frac{3}{4}$ Kestrel, 1h. 9m. 58s.; Bittern, 1h. 10m. 45s.

The Bittern has undergone considerable alterations during the spring, but ill-fortune seems still to attend her. In the course of the second round she carried away her topsail, and was seen no more in the match. The Wanderer in the second six miles followed close upon the Red Rover, and even gained slightly upon her. The wind began to give way, the yachts were consequently four or five additional minutes in getting over the distance, and what was far worse, rain made its unwelcome appearance. The round closed as under:—Red Rover, 1h. 47m. 2s.; Wanderer, 1h. 48m. 15s.; Kestrel, 2h. 3m. 18s.

The third round was a very dreary affair, the rain increasing as the wind fell off. The yachts of course held steadily on, but the Red Rover was a quarter of an hour longer in getting over the distance, and the Wanderer and Kestrel lost immensely in the constant tacks which each of the three competitors had to make to catch the "light airs." The Red Rover came in a great distance ahead, and was saluted with the usual welcoming air of "See the Conquering Hero Comes," but anything more wretched could scarcely be imagined, and every one who could manage it was far more intent on "making all snug below" than on greeting the drenched winners.

There was no latteen match, as no one appeared disposed to enter against the Enchantress, and the affair, consequently, came to nothing. Mr. Barber, of the Wanderer, who held the Challenge Cup from last season, was, however challenged by the owners of the Enchantress and the Red Rover. The full notice prescribed by the rules of the club had not been given by Mr. Nightingale, but Mr. Barber, consented to waive any objections he might entertain on this head, and it was expected that all three entries would be carried out. At the last moment, however, Mr. Nightingale declined to proceed with the match, and suggested that in consequence of the state of the weather, it should be put off to some future day. The Enchantress would not fall in with this suggestion, although Mr. Green proposed that the distance sailed should be limited to once round. This however, did not at all suit the views of Mr. Barber, who, as he had to make the Enchantress an allowance of 4min by reason of difference of tonnage, insisted on the whole 18 miles being sailed.

After considerable parleying it was agreed that the full distance should be traversed, and the yachts cast off from their moorings under rather brighter auspices as to weather at 3:51:10. The wind had somewhat revived, and both the competitors made pretty good way. The Wanderer led from the

first, and it soon became only a question whether she would obtain a sufficient lead to cover the allowance which she had to make. She completed her first round at 4.34, the *Enchantress* following at 4.36.40.

The second round was completed by the *Wanderer* at 5.16.9, and by the *Enchantress* at 5.22.18. The *Wanderer*, at this point had consequently a clear lead, after allowing 4min. for difference of tonnage, of 2min 9sec. In the third round the wind freshened, and the *Wanderer* went over the distance in a minute less time, completing the match at 5.56.42.

The *Enchantress* found herself embarrassed from the press of sail which she carried in proportion to her tonnage, the latteen rigged craft being difficult to handle under some circumstances, when the sails are very large. She did not, consequently, complete the final round, Mr. Green having deemed it prudent to retire from the contest. The Cup, therefore remains with Mr. Barber for the present, although he may be again challenged before the close of the season. The entrance (2l. 2s.) in these matches are, in accordance to the club rules, awarded to the winner, and when the Challenge Cup passes into fresh hands, a small cup is awarded to its previous possessor, as a kind of certificate that he has once held the coveted distinction.

REGATTA AT SYDNEY.

THE sunny days, the magnificent harbour, the plentiful supply of all the appliances for out-of-door enjoyment, make the people of Sydney the most holiday-loving set of English people in the world. Of all the gala days observed there, that which celebrates the foundation of the colony is perhaps, the most popular. The 26th of January anniversary day, as it is called, and the great feature of it is always the regatta. We take from the *Sydney Morning Herald* of the 27th of January an account of the yacht race in the regatta of 1862. At half-past twelve the preparatory gun fired, and five minutes after the starting for the race.

All yachts (centre-boards excluded); to rate at 10 tons measurement, according to rules of Sydney Yacht Club; time for tonnage, one-half minute per ton. Course—To start from their own moorings in Lavender Bay, round a boat moored off Mud Island, back round the flagship, thence round the lightship and Sow and Pigs, and back to the flagship. First prize, value 75 guineas; second ditto, 25 guineas:—*Peri*, 18½ tons, H. C. Dangar, Esq.; *Australian*, 10 tons, D. Sheehy Esq.; *Why Not*, 10 tons, C. Parbury, Esq.; *Mischief*, 10½ tons, T. J. Dean, Esq.; *Ida*, 10 tons, I. J. Josephson, Esq.

More than usual interest was manifested in this event in consequence of two yachts having entered for the first time. The *Peri* was lately launched from Mr. Cuthbert's establishment, having been built for Mr. H. C. Dangar, and proved herself, by the splendid manner in which she won the first prize, to be a credit alike to the builder and the colony. She was beautifully handled by Mr. W. M'Donald, and with the greatest ease. The second stranger was the *Why Not*, an English yacht of some repute, purchased at

London by Mr. G. Parbury, and in this, her maiden race in New South Wales, was sailed by Mr. Harnett with his accustomed skill, and for a boat of her tonnage did all that could be expected.

The start was effected with a nice steady breeze from the N.E., *Why Not* taking the lead, *Mischief* second, *Australian* third, *Peri* and *Ida* fourth and fifth. *Mischief* kept the lead to *Bradley's Head*, by which time *Peri* had taken second place, and was overhauling *Mischief* hand over hand, the rest being beaten off. Before clearing *Bradley's Head* *Peri* had the race in hand, a lead which she continued to improve, and passed round the South Reef considerably in advance. Here, also, another change took place; *Australian* had suddenly improved her position, and passed through the Heads a few yards ahead of *Mischief*, the others a long distance astern. When clear of the Heads the wind fell very light, which allowed *Australian* to keep alongside *Mischief* nearly down to the flagboat moored off the North Head of Bondi, which was rounded by these two yachts at the same time. In coming back *Australian* gradually crawled ahead of *Mischief*, and ultimately passed round the South Reef for the run up the harbour a considerable distance ahead, at which time *Peri* was nearly up to *Bradley's Head*. Before the wind, however, *Mischief* gained considerably on her, the breeze being much fresher within the harbour; after rounding the flagship for the purpose of working down again to the *Sow and Pigs*, it was evident that *Peri* would take the first prize with ease, and all interest centered in which yacht would take the second place. Stretch for stretch, an excellent struggle took place between *Australian* and *Mischief*—the latter, however, perceptibly gaining her lost ground—when unfortunately the last-named yacht while standing across on the starboard tack, was run into by a large water-tank, to leeward; the tank struck *Mischief* before the lee runner, carrying it away, and her bowsprit getting foul of the boom knocked two of the *Mischief's* crew overboard; fortunately one saved himself by clinging to the main sheet, and the other got on board the tank, before the vessel got clear, which occupied several minutes. Several portions of the gear on board the *Mischief* had to be cut away, and the boat was so far damaged as to render it impossible to get her canvas to set; in fact, she was so far disabled that *Why Not*, although at the time of the accident nearly two miles astern, was enabled to overhaul and pass her, and ran in third boat by about 100 yards. The *Peri* reached the flagship 22 minutes in advance of the *Australian*.

The *Why Not*, above mentioned is the celebrated opponent of *Bessie*, on the Thames last year, and was built by Hatcher of Southampton.

ROYAL HALIFAX YACHT CLUB, NOVA SCOTIA.

THE annual contest for the first and second Challenge Cups, by the members of this promising Association took place on Saturday June 7th. The wind and weather were not auspicious, the sky was overcast and during the early part of the day provokingly calm, The government schooner *Daring*

was kindly placed at the service of the Sailing Committee, and moored off the club property at Richmond, as nearly as possible in the middle of the stream. The committee consisted of John Strachan, Esq., Benjamin Salter, Esq. Richard Bulger, Esq., John Pugh, Esq., James Pryor, Esq., and Alex. W. Scott, Esq. (Secretary). Ample accommodation was provided for the press, and a very agreeable company partook of the hospitalities of the Royal Halifax, on the quarter deck of the *Daring*.

The view from this point was magnificent, the presence of no less than five second-rate ships of the line, half-a-dozen heavy frigates (French and British), together with several smaller ships of war, making up a nautical picture not soon to be forgotten by those who witnessed it. The far-famed harbour scenery looked eminently attractive, the land being covered with verdure, and the evidences of a busy commerce imparted cheerfulness to the surface of "Old Chebucto."

At noon the yachts drew up in line on the eastern side of the *Daring*, between that vessel and the Dartmouth shore, in the following order, and a light air having set in from south-west the start was effected in very good style. It was however delayed a few minutes to enable a tiny Bermudian-built boat to compete with the Club Yachts. This little craft was entered by Lieutenant Thompson, of H.M.S. *Aboukir*, who gave her the name of his ship, and was sailed by the commander.

The following yachts started:—*Ada*, C. E. Brown, Esq.; *Falcon*, J. B. Wallace, Esq.; *Foam*, J. B. Duffus, Esq.; *Kamehameha*, Lieut. Neame, 16th Regt.; *Kate*, (new) G. Drillio, Esq.; *Lurline*, (new) J. B. Crow, Esq.; *Mosquito*, Lieut. Locock, R.N.; *Petrel*, W. Hare, Esq.; *Thistle*, Ensign Dent, 17th Regt.; *Wave*, J. B. Crow, Esq.; *Aboukir*, Commander H. M. *Aboukir*.

In accordance with the standing rule of the club, the wind being from S.E., the course was from the umpire's vessel round a flag boat moored at the entrance of the Eastern passage, sailing three times round in succession. At starting the *Wave*, of 21½ tons, made the best possible use of her time, and was followed somewhat closely at first by the *Petrel* 15 tons. The *Wave* was sailed by Commodore Knowlan, the *Petrel* we believe by W. Hare, Esq. The remainder of the yachts got a long way astern, leaving the Commodore to have it all his own way for the First Challenge Cup, and the *Petrel* to win the second. The yachts made the whole course as under, the start having been effected at 12h. 7m:—

Wave, 4h. 47m. 43s.; *Petrel*, 5h. 31m. 2s.; *Ada*, 6h. 58m. 21s.; *Kate*, 6h. 21m. 34s.; *Foam*, 6h. 22m. 47s.; *Mosquito*, 6h. 25m. 55s.; *Falcon* gave up at end of second round, *Kamehameha*, and *Aboukir* gave up at end of first round.

Lurline started in the race. On returning from first rounding of the flag boat at Eastern passage, she declined to continue.

After computing time for tonnage, the following are the results:—

Wave, 4h. 47m., 43s. *Petrel*, 5h. 24m. 18s. *Ada*, 5h. 44m. 36s. *Kate*, 6h. 8m. 6s. *Foam*, 6h. 9m. 47. *Mosquito*, 6h. 13m. 10s.

During the day the *Daring* was visited by James Lamont, Esq., the

owner of the yacht *Ginevra*, who entered into the spirit of the sport, and dressed his yacht in honour of the occasion. Also several gentlemen of the United States and many strangers. Daring was gaily dressed with bunting, and sported the blue Ensign and Burgees of the Royal Halifax Yacht Club during the progress of the race. This beautiful vessel is in admirable order, having just been newly painted; Captain Moseley and his officers were all attention to the requirements of the Sailing Committee, as well as to the comfort of all on board. During the afternoon the fine band of H. M. S. *Edgar*, flag-ship of Rear Admiral Dacres, discoursed sweet music from that magnificent liner. It is very pleasant to be assured that not the slightest occurrence marred the harmony of the proceedings; the yachtsmen were all well satisfied with the perfect fairness of the umpire's arrangements. Mr. Strachan, who is an enthusiast in aquatics, wins golden opinions year by year from those with whom he is thus associated. But where all are unremitting in their exertions, from the Commodore to the Secretary, to forward the interests of the Club, and minister to the convenience of the community, it seems almost invidious to particularize.

DINNER TO JAMES LAMONT, ESQ. OF THE YACHT *GINEVRA*.

The complimentary dinner to this distinguished yachtsman, by the officers and members of the Royal Halifax Yacht Club, came off on Tuesday evening June 10th, at Stewart's Branch Hotel. Covers were laid for about forty. The splendid band of H. M. 16th Regt. was by the kind permission of Colonel Langley and his officers, present, and played a capital selection of music. J. Duffus, Esq. Vice-commodore of the club, occupied the chair, ably assisted by the Captain, W. H. Creighton. Among the company were the Honorables Alex. Keith, M.L.C., B. Wier, M.P.P., and H. Pryor, Esq. M.P.P. all worthy members of the Royal Halifax. The dinner provided by Stewart amply sustained his enviable reputation as a caterer. After the cloth was drawn, the following toasts were proposed and drank with enthusiasm.

"The Queen" was drank standing,—the band playing the National Anthem, the whole party singing in unison.

"Our Patron, H. R. H. The Princes of Wales"—Music, The Prince of Wales March.

"Our Vice Patrons" His Excellency the Earl of Mulgrave, Vice Admiral Sir Houston Stewart, Vice Admiral Sir Alexander Milne, Major General Doyle, and his Worship the Mayor.—Music—The Old English Gentleman. "The Army and Navy."—Music—The British Grenadiers, and Rule Britannia. After which Captain Smith 17th Regt. responded on behalf of the Army in well timed and eloquent remarks. He alluded to the kindness and hospitality extended to the gentlemen of the garrison, and the good feeling existing between the citizen and the soldier, which he hoped would ever continue. As a member of the club, he would ever be happy to forward its interests, and in that feeling he was joined by his brother officers. These sentiments elicited hearty applause.

Mr. John Grigor returned thanks on behalf of the Royal Navy.

"Our Guest, James Lamont, Esq." Music—Blue Bonnets are over the Border, by the band. and hearty cheering by the company present. Mr. Lamont responded in a most feeling manner. He thanked the Club for having elected him an honorary member, said he had travelled over a great portion of the world, and was familiar with many places, but he had never met with anything like the hospitality that had been extended to him in Halifax. He spoke of our peerless harbour, with a yachtsman's enthusiasm, and drew a fine picture of the thousands of able seamen he had seen since his arrival in Halifax. He bore testimony to the exceeding cheapness with which yachts and sailing craft could be built in Nova Scotia, and he trusted that when he next visited Halifax, he should find their Club second to none, he concluded a really eloquent speech by proposing "The Royal Halifax Yacht Club," which was suitably responded to by the Vice Commodore. "The Royal Yacht Squadron—the Royal Northern—and the other Royal Yacht Clubs of the United Kingdom, Canada, and Bermuda". Music—The Red, White and Blue.

A number of Volunteer toasts were given during the evening, among them "The Fair Daughters of Acadia, and their Sisters on the other side of the Water," by H. Pryor, Esq., was drank with enthusiasm by the party, and the appropriate music, "Here's a health to all good lasses," by the band. The toast was very happily spoken to by W. Duffus, Esq.

The Captain of the Club, W. H. Creighton, Esq., proposed the health of J. Pryor, Esq., prefacing it with truthful and graceful remarks relative to the service Mr. Pryor had rendered in extending the fame of Halifax all over the world, as a *rowing* power. Mr. Pryor responded in felicitous terms; and we were glad to hear him say that, should Halifax ever again require his services as a boating man, he should not be found wanting. This response was received with evident satisfaction by his hearers; and the outsiders will be no less delighted with his decision.

H. Pryor, Esq., proposed the health of the Hon. Alexander Keith, M.L.C., coupling the name of that gentleman with all the fraternal and social qualities for which he is known and appreciated in Halifax, and outside a long way of its boundaries. Mr. Keith responded in a very feeling manner, alluding in satisfactory language to his connection with the Yacht Club, and his gratification at the progress and prosperity of the Association.

Captain Smith in proposing the health of the Secretary, A. W. Scott, Esq., spoke in warm terms of the indefatigable exertions of that gentleman in carrying out the arrangements of the banquet that evening, and his untiring exertions in all matters connected with the prosperity of the Club. The toast was drank with all the honours, and suitably responded to by Mr. Scott, who acknowledged the compliment paid him by the gentlemen present.

The party subsequently retired to one of the ante-rooms—and spent a social hour in interchanging song and sentiment. It was not until a late hour that the "happy to meet and sorry to part" was fully realized by the Royal Halifax, and their distinguished guest, J. Lamont, Esq., who cannot but feel deeply the welcome he met with in Halifax.

RE-CAPTURE OF THE EMELIE ST. PIERRE.

At noon on Saturday, May 3rd, the rooms of the Liverpool Mercantile Marine Association were crowded almost to suffocation by the merchants and mercantile marine officers of Liverpool, to witness the presentation of a magnificent testimonial to Captain William Wilson, of the British ship *Emilie St. Pierre*, for his pluck and gallantry in re-capturing his ship, which had been seized by the United States cruiser *James Adgar*, off Charleston. The occasion was availed of to present the cook and steward of the ship with a substantial acknowledgment for their bravery in assisting Captain Wilson in his deed of daring.

On the motion of Harold Littledale, Esq., James Beazley was voted into the chair.

The presentation was of a costly and handsome description. It consisted of a handsome gold pocket chronometer, a complete tea and coffee service in silver, a dozen silver teaspoons, with the accompanying adjuncts of a pair of sugar tongs, caddy spoon, sugar spoon and coffee tray. The coffee service particularly, was of the most chaste and elaborate design, and every article partook of that elegance of form which bespeaks the hand of the master. The unexceptionable nature of the workmanship was such as might have been expected from the well-known establishment of Mr. Mayer, of Lord Street. The massive salver, round the rim of which was a graceful wreath of the ears of wheat, was in every respect "a thing of beauty." On the centre of the salver was engraved the following inscription:—"Presented, with a silver coffee and tea service, and gold pocket chronometer to Captain William Wilson, by 170 merchants of Liverpool, in token of their admiration of his daring gallantry in re-capturing his ship *Emilie St. Pierre*, of Liverpool, on the 21st of March, 1862, with the assistance of his cook and steward only, from a prize crew, consisting of two officers, and thirteen men of the United States navy.—May 3rd, 1862."

The chairman said—"We are met here to-day to present Captain William Wilson, his cook, and steward, with a token of our admiration for their daring gallantry in the re-capture of the ship *Emilie St. Pierre*, of Liverpool. As one of the originators of the subscription entered into, I have been requested to present the testimonial; but I may state that it has been suggested to me on 'Change that the prominent part I have taken and am still taking in this business may be the cause of giving some offence to many of my friends who, either by birth or business relations, are connected with the Northern States. I shall be sorry indeed if any of our Northern friends should suppose for a moment that in making this presentation we are any of us actuated by any other motive than a desire to mark our admiration of the undaunted courage and the British pluck showed by Captain Wilson, (Loud cheers) I feel quite sure there is no gentleman belonging to the Northern States of America but will agree with us—and I would not libel them by supposing otherwise—that Captain Wilson has performed one of the most

brave and daring acts recorded in the naval history of any country. (Cheers.) I may here state that the sum collected for this testimonial was done quite in a private way by two or three of us, and that a very much larger subscription might have been readily raised; but our list comprises many names of our oldest and most respected merchants, two members of Parliament, and of men holding opinions some favourable to Northern views and some favourable to Southern views. The book, indeed, in which the subscriptions were entered bore the following preface:—"The undersigned subscribe the sums opposite their names for a testimonial to Captain Wilson, of the ship *Emilie St. Pierre*, as a mark of admiration for his gallant conduct and British pluck evinced in re-capturing his vessel from a greatly superior force; and these sums are given without the slightest reference to a Northern or Southern policy." (Applause.)

The chairman then in an excellent speech (which space prevents our recording,) presented the testimonial to Captain Wilson amidst deafening cheers.

The Chairman said he should have announced that the owners had not forgotten the cook and steward, but they had also made a handsome present to them.

Mr Alex. Shand then rose to present a purse to Matthew Montgomery, the steward, a native of Dublin. When he (Mr. Shand) entered the room, he had no expectation that he should be called upon to take part in that pleasing presentation. Nevertheless, he at once acceded to the request made to him; but after the expressions of feeling which he had witnessed, he was sure no speech was required from him. He had great pleasure in presenting the purse, containing 20 guineas, to Matthew Montgomery, as as some mark of esteem for the genuine British pluck of the *Sister Island*. (Cheers.)

Three hearty cheers were given for the steward.

Mr. Fernie then rose to present a purse to the cook, Louis Schelvin, a German belonging to Frankfort-on-Maine. He thought it would be agreed by all present that there never was a more interesting occasion for the assembling together of all parties connected with the mercantile marine of this important port, and he considered that no services so important could be rendered as the example which had been so well set by Captain Wilson and those two noble fellows who had accompanied him.

Captain Sproule, addressing Captain Wilson, said that at a meeting of the council of the Mercantile Marine Service Association; held in these rooms on the previous day, an anxious desire was expressed that the association should in some way mark the esteem and admiration of the members for his gallant conduct (cheers)—and he begged to read an extract from their proceedings: "At a meeting of the council of the Mercantile Marine Association, held on the 2nd May, 1862, Captain B. Sproule in the chair, it was proposed by Captain Martin T. Hammill, seconded by Captain James Henderson, and resolved unanimously, that this council expresses to Captain William Wilson, of the *Emilie St. Pierre*, a member of the associ-

ation, its warm admiration of the daring, perseverance, and skill which he exhibited in bringing his ship safely into the port of Liverpool. That in order that Captain Wilson may have an enduring memorial of the opinion of the council of conduct so characteristic and worthy of a British seaman, a gold medal be 'Presented by the Council of the Mercantile Marine Service Association to Captain William Wilson, a member of that body, to record its admiration of his gallantry, perseverance, and skill, while in command of the *Emilie St. Pierre*, in May, 1862.' That silver medals, with suitable inscriptions, be presented as well to the cook and steward." Those medals might not be of so much intrinsic value as the testimonial now being presented to them; but they were testimonials from men who could esteem the worth of Captain Wilson, his cook, and steward, and they could be handed down to posterity. (Hear, hear.) They would be ready in a few days, and would be then presented. (Cheers.) He might say on behalf of the council of the association that their admiration of the cook and steward was very great. (Hear, hear.) They could easily understand the deep interest that a captain took in his ship and in the welfare of his owners, but those two men had really nothing to gain. They did not know at the time they undertook this task that even the admiration of this country awaited them. (Hear, hear.) They did not know that their lives might not be sacrificed; yet there they were with hearts and hands ready to assist their captain, and they stuck to him like bricks—(cheers)—when the whole plot might have been destroyed but for his presence of mind; the cook put a ball through the shoulder of one of the men who made a rush at him, and down he dropped. (Hear, hear.) He thought the instant action he took on the occasion displayed a mind above the common sailor. He held that a higher Power was with him all the time. (Hear, hear.) He held that it was utterly impossible for the thing to have succeeded unless the brave fellow had been assisted by Providence. (Hear, hear.) He thought the brave act would be admired by the Northerners themselves, if they would only say what they thought. (Cheers.)

The Chairman said, not the least pleasing part of the proceedings that day would be the presentation by Captain Henderson—on behalf of the officers and crew of the *Emilie St. Pierre*, who were taken from her off Charleston when the ship was captured and ordered to Philadelphia—of a sextant to Captain Wilson. The officers and crew had just arrived here, and having learned the gallantry of their commander had determined to present him with an acknowledgment of their appreciation of his kindness to them whilst under his command.

Captain Henderson said the officers and crew of the *Emilie St. Pierre* had deputed him to present a splendid sextant to Captain Wilson for his bravery and noble conduct in rescuing his ship, and for his kindness to them during the voyage. (Cheers.)

Captain Wilson, who was quite overcome by emotion, said he wished he should never live to disgrace the Association which had presented him with a

gold medal to-day. (Hear, hear.) As to his officers and crew, a few of whom were present, he begged to return to them his sincere and grateful thanks for their kindness to him. He could only hope that the British public would always receive British sailors into their hearts, and cherish them as some of the most valuable subjects of the throne. (Hear, hear, and cheers.)

Mr. Samuel Martin, in moving a vote of thanks to the chairman, said the sentiments of that gentlemen reflected credit upon himself as an Englishman and a shipowner. He (Mr. Martin) was the oldest acting underwriter in Liverpool, and though the underwriters were not interested in this special act, still Captain Wilson, in what he did, might have conferred a great benefit upon the underwriters. (Hear, hear.) He believed at the time Captain Wilson performed the gallant act he was ignorant whether he was serving the underwriters or the owners, but was acting upon the first, and indeed he might almost say the only, principle that actuated the British sailor—a sense of duty. (Hear, hear, and cheers.) The underwriters, however, owed him a debt of gratitude for the example he had set all sailors who might be placed in similar circumstances.

Three loud cheers were given for the chairman, who briefly acknowledged the compliment; and the proceedings terminated.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A meeting of the institution was held on the 5th June, at its house, John-street, Adelphi, Thomas Chapman, Esq., F.R.S., in the chair. There were also present—Admiral Sir George Sartorius, Captain Sir Edward Perrott, Bart., Admiral Washington, F.R.S., hydrographer of the Admiralty; Admiral Cator, Colonel Palmer, Admiral M'Hardy, Admiral Gordon, Captain De St. Croix, and Captain Ward, R.N., inspector of lifeboats to the society.

The Secretary read the minutes of the previous meeting.

The committee ordered a double reward, amounting to 45*l.*, to be paid to the crew of the institution's lifeboat stationed at Caistor, on the Norfolk coast, in admiration of their daring and persevering services in rescuing in the night, during a fearful gale of wind, and under the most adverse circumstances, the crew of seven men of the schooner *Trial of Poole*, Dorset, which was totally wrecked on the Barber Sands.

A reward of 4*l.* 10*s.* was also voted to the crew of the *Howth* (Dublin Bay) lifeboat, for assisting to bring into port, during a gale of wind, the schooner *Liberty* of Dublin, and her crew of four men.

Payments, amounting to 11*l.* 4*s.* were also made to the crews of several of the lifeboats of the institution, for putting off in replies to signals of distress from vessels, which, however, had afterwards got out of danger. It frequently happens that the lifeboat has to put off often in the middle of the night, on a fruitless errand, but on such occasions it would not be safe to hesitate for one moment.

A reward of 7*l.* was granted to the crew of a salmon coble, of Benholm,

Scotland, for going off, in a terrific gale of wind, and through a heavy surf, to the rescue of two out of three of the crew of a fishing-boat, which, having shipped two heavy seas, instantly went down, carrying with it one poor fellow, and leaving the other two men struggling for their lives on the surface.

A reward of 2*l.* 10*s.* was also voted to the crew of a coast guard boat, for putting off and saving, amidst considerable danger, four persons from the sloop Robert, of Barrow, which during stormy weather had been dismasted on Douglas Bay, Isle of Man.

Several other rewards for saving life from various wrecks on different parts of the coast were afterwards voted.

A report was read from the inspector of lifeboats to the institution of his recent visits to some of its lifeboats on the south coast of Ireland, and on the Welsh coast. He found all the stations, with a few exceptions, in a state of efficiency.

A great demonstration had taken place at Ipswich on the 29th ult., when the lifeboat presented by that town to the institution was launched into the River Orwell, amidst the acclamations of some twenty thousand people. The success of that important and humane undertaking was mainly due to Mr. Bateman Byng, of Ipswich. Miss S. Lechmere had presented to the institution 300*l.* to pay for the Withersea lifeboat and its transporting carriages. Legacies of 100*l.* each had also been left to the society by the late William Lupton, Esq., of Salford, Lancashire, and Dr. T. C. West, of Kingston-upon-Hull.

Payments amounting to about 500*l.* having been made the proceedings terminated.

Editor's Locker.

PORTABLE DINGHYS FOR SMALL YACHTS.

Kingston-on-Thames, June 10th, 1862.

SIR.--Among the models in the English Naval Department at the International Exhibition, there is one of a portable dinghy for small yachts labelled "Invented and built by W. Biffen." Now as this boat is, to all intents and purposes, identical with one, a description of which (accompanied with illustrations) you did me the favor to insert in your Magazine about three years ago, and as I claimed the invention as mine, I shall take it as a favor if you will grant me space in your columns to explain what share Mr. B. and I had respectively in the business.

Mr. B. some years previously had invented a very ingenious way of rendering an outrigger boat easily transportable, by constructing it *in three or more pieces*, which pack one over the other in a long narrow case.

This set me thinking whether something similar might not not be contrived

for small yachts' dinghys, and so far only do I acknowledge any obligation to Mr. B. in the matter.

An outrigger and a dinghy are about as different from each other in shape as boats can well be, and a plan which would suit the one would not answer for the other, and it is the application of the principle to yachts' boats and the manner of applying it which I claim as my invention.

Mr. B. proposed an alteration in the design I gave him to build from, which I noticed in the account of the boat previously referred to, and I see that he has partly introduced it in his model, but I am still of the opinion that it is not an improvement on my plan, as it brings the fastening of the bulkhead below the water line, and an accident to the screw which holds the boat together in that part would cause the boat to leak and might occasion an accident.

With respect to the contrivance itself, *if built according to my plan*, I can (having had three years experience of its handiness in rough water and smooth,) confidently recommend it to the notice of owners of small yachts.

I am, &c.,

To the Editor of *H. Y. M.*

J. RIDGWAY.

ON CHANGING A YACHT'S NAME.

——— "What's in a name?—that which we call a rose,
By any other name would smell as sweet."

SHAKESPEARE.

June 21st, 1862.

SIR.—The attention of the yachting world has lately been attracted to the "*vecala questio*" as to the possibility, or impossibility, of changing the name of a vessel. Precedents are not wanting, many may be cited, take three for instance. The *Aurora Borealis* changed to the *Galley of Lorn*; the *Katinka* to the *Avoca*; the *Lily of the Test* to the *Columbine*. In all such cases it would however appear that these yachts were not registered.

The name of a vessel ever registered at the Custom House of her port is, it seems, utterly irrevocable, immutable as the human cognomen bestowed at the baptismal font and recorded in the annals of the parish church. A case in point occurred last month. An old member of the Royal Yacht Squadron, in a freak of the moment, being much attached to cruising in company with H.M.S. *St. George*, was anxious to change the name of the *Freak* to that of the *Dragon*. No objection was made at the Admiralty to the application for a new warrant, but on reference to the Custom House the matter was set at rest by a letter from the estimable and highly esteemed Chief Commissioner of Customs, most courteously regretting his inability to concede the point, but stating the fact that no discretionary power exists for such permission, as the Shipping Act of 1854, places the name of any ship once registered, in the category of the decrees of the Medes and Persians.

Probably the owner of the *Freak* did well in resigning further contest. Sea lawyers are not common amongst yachtsmen, but as we are told that a coach and four may be driven through every Act of Parliament, it is, just for sake of argument, questionable, whether the provisions of the said Shipping Act, be strictly applicable to vessels unemployed in way of trade or traffic, but used solely for pleasure.

The object of the restriction with regard to traders is obvious, but it is not so easy to discern how any interests can be more or less affected by the change of name, than rig of a yacht.

As a new correspondent to your periodical, a work which might be invaluable, I cannot conclude this letter without an earnest appeal to all interested in the pre-eminently national pursuit of yachting, not only to lend a ready compliance to all requests for information, but spontaneously to render that aid to your Annual List of Yachts, without which the utmost efforts of any compiler to attain accuracy must prove abortive. I believe that very few of the numerous errors in the *Universal Yacht List*, are ascribable to the fault of negligence, but rather to the misfortune of the Editor in the supineness of those on whose information he must rely. Had *The Racing Calendar* laboured under similar difficulty, it could never have arrived at a degree of perfection constituting it the unimpeachable authority of the turf. Breeders, trainers, and owners of race horses all support Weatherby,—*Builders*, owners of yachts, and secretaries of clubs should alike write in aid of *Hunt*. With every wish for your success in an object so desirable as the establishment of a Yachting Calendar.

I am, &c.,

R.Y.S.

To the Editor of *H.Y.M.*

SHIFTING BALLAST.

June 17th, 1862.

SIR.—As I know you are a lover of fair play, I am induced to ask, not only the insertion of this letter in your columns, but also beg of you to lift your voice against an evil of long standing, but not the less one for that, and one opposed to all principles of fairness. The evil I complain of is that of shifting ballast. Most of the Yacht Clubs have by their rules declared against it, some by exacting a pledge from the owners that no ballast shall be shifted, in others that the platforms and lockers shall be sealed down. I have, however, every reason to believe that both these regulations have been unsuccessful. No doubt there are a great many conscientious gentlemen who would rather lose fifty cups than allow a bag to be touched. There are some, however, who listen to the oft repeated remonstrance from the master and crew of, "Oh, sir, they all do it, and why should not we?" On the other hand, if lockers are sealed down, dodging is considered all fair. I was sailing in a match not many months ago, and the master informed me he could get at every bag clear of the seals, and that he knew many racers where the same could be done, and that every sly corner was full of ballast, ready to be hauled out when the Committee had gone. Now sir, let us have one of two things, either let shifting ballast be allowed, or else let the Committee, when they seal up, be accompanied by the masters of other competing yachts, who, being up to all the dodges themselves, would take care that all really was secure, and the backs of all the lockers especially were sealed. It would, however, be far better if no shifting ballast was allowed on board during a race, and would also be an improvement on even setting "a thief to catch a thief."

I am, &c.,

Q.E.D.

To the Editor *Bell's Life*.

REGATTAS AND MATCHES.

July 1.—Thames National Regatta.

- 1, 2.—Royal Northern Yacht Club Regatta at Largs.
- 3.—Royal Harwich Yacht Club Regatta.
- 5.—Clyde Model Yacht Club Regatta at Dunoon.
- 5.—Irish Model Yacht Club—Challenge cup.
- 7.—Little Vixen and Resolution to sail from Blackwall to Greenhithe and back. £18.
- 7.—West Quay (Southampton) Amateur Regatta.
- 8.—Prince of Wales Yacht Club Sailing Match
- 8, 9.—Royal St. George's Yacht Club Regatta in Dublin Bay
- 10.—Norfolk and Suffolk Yacht Club Sailing Match at Wroxham
- 15, 16.—Royal Cork Yacht Club Regatta.
- 16, 17.—Royal Yorkshire Yacht Club Regatta.
- 19.—Ranelagh Yacht Club Sailing Match.
- 21.—Temple Yacht Club Sailing Match.
- 21, 22.—Swansea Regatta.
- 22.—Great Yarmouth Regatta—Prizes to £180.
- 26.—Irish Model Yacht Club—Doherty Cup.

Aug. 5.—Lowestoft Regatta.

- 6.—Royal Yacht Squadron—Her Majesty's Cup.
- 7.—Norfolk and Suffolk Yacht Club Sailing Match at Oulton
- 9.—Clyde Model Yacht Club Challenge Cup at Rothesay.
- 9.—Irish Model Yacht Club—Captain's prize.
- 12, 13.—Royal Victoria Yacht Club Regatta
- 14.—Hastings Regatta.
- 15.—Royal Welsh Yacht Club Regatta—Carnarvon.
- 18.—Temple Yacht Club Sailing Match.
- 19, 20.—Royal Western Yacht Club Regatta.
- 20.—Weymouth Royal Regatta
- 22.—Torbay Regatta.
- 26.—Dartmouth Royal Regatta.
- 30.—Clyde Model Yacht Club—Closing cruise, Gourock Bay.

COLLISION.—During the return of the yachts of the Royal London Yacht Club, on Saturday June 21st, the *Night Thought*, cutter 61 tons, recently built by White of Cowes, and owned by Mr. J. D. Lee, was run down off Purfleet by the *Thames*, a powerful steamer belonging to Grangemouth. The owner, his wife, and three other ladies were on board the yacht. Mr. Lee who is an experienced yachtsman, seeing her approach, did all he could to avert the accident, but the steamer bore down upon her and cut her clean down to the water's edge, three feet from the stem. The bowsprit was broken short between the bits and heads, and had she struck her a little further aft nothing could have saved her. Mr. Lee immediately requested the captain, or those in charge of her to fling him a rope, or lower a boat, but neither request was complied with. By the immediate aid of the pumps the water was kept under, and the yacht taken into Erith. At the time of the collision a waterman's boat was at the stern of the steamer, and Mr. Lee compelled him to afford what aid the exigency of the case might require.

THE PROTEST.—The Sailing Committee of the R.L.Y.C. met on Friday, May 30th, to take into consideration the protest made by Mr. J. D. Hewett, *Oberon* yacht, against Captain Commerell of the *Vampire*, in the match on the 22nd of May, and after a lengthy discussion on the subject, came to the following conclusion:—"That the fouling between the *Vampire* and *Oberon* is proved to have been unavoidable, and did not, in the judgment of the committee affect the result of the match. The protest is therefore dismissed, and the first prize awarded to the *Vampire*, the second to the *Oberon*."

All Communications to be addressed to 6, New Church Street, N.W., London

HUNT & Co., 6, New Church Street, 6 doors from Edgware Road, N.W.

HUNT'S YACHTING MAGAZINE.

AUGUST, 1862.

ROYAL MERSEY YACHT CLUB REGATTA.

ALL true lovers of yachting and good fellowship must hail with pleasure one more first-rate muster of the celebrities at this regatta. Last year we find it recorded that "that regatta was one of the best, (if not the best,) ever held on the Mersey." Since that time great progress has been made in the club; and the result is that it has attained a proud and prosperous position, which the liberality and courtesy displayed by the commodore, the officers, and the members generally will tend to strengthen.

The new club-house at the Tower is a great improvement on the former one, as it commands extensive views, (river and seaward,) and admirable accommodation and arrangements for the comfort of yacht owners visiting the station.

The regatta was fixed for the 24th and 25th of June, and was a complete success, as will be seen by the following account.

The First Day.—The morning was wild and threatening, with a strong breeze from N.W., yet fine withal. There were two matches in the programme, for superb prizes. The first was a splendid cup of the value of 100 sovs., for yachts of the first and second class, of 15 tons, and upwards, time race. Course from Princes landing place, down Queen's Channel, leaving black buoys on the starboard and the red buoys on the port hand, the Fairway Bell Beacon on the port hand, the N.W. lightship on the port hand, the Bell Beacon Buoy again on the port hand, the N.W. lightship again on the port hand, again to the

Fairway Bell Beacon, leaving for the last time on the starboard hand, and so up Channel, leaving the black buoys on the port and the red buoys on the starboard hand, to the flag-vessel off the Prince's landing stage, leaving her on the starboard hand, and so end; by the following yachts:—

Numbered as in Hunt's Universal Yacht List for 1862.

No	Names of Yachts	Rig	Tons.	Owners	Builders
468	Glance	cutter	35	A. Duncan, Esq.	Hatcher
780	Osprey	cutter	61	E. W. Nunn, Esq.	White
187	Coolin	cutter	35	G. Robinson, Esq.	Wanhill
7	Æolus	cutter	62	C. T. Couper, Esq.	Fife
817	Phosphorus	cutter	49	W. Turner, Esq.	Hatcher
	Wren	cutter	33	T. C. Gibson, Esq.	Owner
631	Lurline	cutter	39	J. C. Atkins, Esq.	Wanhill
312	Enid	cutter	56	F. Scovell, Esq.	Wanhill
748	North Star	cutter	26	D. Gamble, Esq.	Canada Wks.

The next prize was also a cup of the value of 100 sovs., for schooners and yawls; time race, course as the preceding. The following started:

No.	Names of Yachts.	Rig.	Tons.	Owners	Builders.
843	Redgauntlet	schooner	135	G. P. Houghton, Esq.	Inman
	Eagle	schooner	236	T. C. Gibson, Esq.	Owner
258	Diadem	schooner	118	J. D. Cannon, Esq.	Wanhill
174	Circe	schooner	127	D. Richardson, Esq.	Steele & Co.
543	Janie	schooner	108	T. S. Lane, Esq.	Wingate
517	Ierne	schooner	60	S. Graves, Esq.	Fife

The Thought cutter was entered for the first prize, and the Rowena and Wildflower for the second, but neither made their appearance, owing it was stated to the following causes:—the Thought was driven into Plymouth by stress of weather on her passage round from the Thames; and the Rowena carried away her main boom on her passage from the Clyde. The prizes were manufactured by the well-known firm of Elkington and Co., from the designs of M. Willms, their principal artist; that for the cutters being a very elegantly proportioned vase, chaste in ornamentation and novel in design, having on either side exquisitely modelled sea nymphs bearing palms, and on the cover the crest of Liverpool, the bird of fable from which it takes its name, the "Liver." The schooner prize was also a silver vase, partaking more of the Tazza style of design, its principal ornamentation being a magnificently executed figure of Neptune in his car drawn by four sea horses, the whole forming a group upon the lid. Handsomer or more valuable prizes we have never seen given at any regatta. About 10 a.m. that

spirited yachtsman, Rear Commodore T. Wilkinson Tetley, hoisted his flag on board a steamer, and, assisted by his brother, Richard Tetley, Esq., in another steamer, proceeded to station the vessels. Contrary to the usual practice, the yachts were started this year on the Liverpool side of the river, and we think this a vast improvement on the old plan, so far as giving the townsfolk a good view of the start and finish. The vessels had all been measured previously by Jonathan Grindrod, Esq., the club measurer, and duly examined and sealed down by that excellent practical yachtsman, H. Fletcher Rigge, Esq., of the Rosette schooner.

Shortly before eleven o'clock Commodore Graves hoisted his broad pendant on board the Eblana steam ship, Captain Johns, belonging to the City of Dublin Company, and with a numerous and distinguished circle of the members of the club and their friends on board, proceeded to witness the start; and accompany the vessels round the course. Never have we seen a more splendid sight than these fifteen vessels presented, as they were ranged across the river to their starting buoys—H.M.S. *Majestic*, attired in her gayest bunting, and that leviathan of the deep, the *Great Eastern*, lent additional interest to the scene; whilst the numerous cutter and schooner yachts, cruising about or dressed in holiday flags, and the vessels in the river, and long range of docks, also attired with the flags of all nations in honour of the occasion, gave an appearance of life and energy to the noble Mersey that was something wonderful to witness. The townspeople seemed to have made it a general holiday; and countless thousands lined the two landing stages and the piers as far as the eye could reach, similar masses of people being on the Cheshire shore.

An excellent start took place about twelve at noon, the cutters were mostly under single reefed mainsails, with topmast housed, it being a dead turn to windward down the river, and to the Bell Buoy. The *Phosphorus* had the lead, followed by *North Star* second, with *Æolus* under her lee and the *Enid* and *Lurline* abeam, with the *Wren* well up, and then came *Osprey*, *Glance*, and *Coolin*. There was a short jump of a sea off the *Rock Light*, caused by the ebb tide, against the wind, which gave the respective crews some work; and the *Enid* on the starboard tack put the *Æolus* on the port tack about, when just as the latter was in stays, a sea and the wash of the former struck her, and fairly stopped her for the moment. The *Ierne* took the lead of the schooners, followed by *Circe* second, *Diadem* third, *Redgauntlet* fourth, *Julia* fifth, and *Eagle* sixth. *Circe* set her main-gaff-topsail, and at the same time put *Ierne* about, and got under her lee. Shortly after

Little change took place in position going for the N.W. Light-ship. There was a nasty cross sea off the tail of the banks, and fresh puffs of wind heaped it up more. The Circe set her fore-gaff-topsail, the Diadem set her square-headed fore-gaff-topsail, with her jib-headed main-topsail already set; and the Redgauntlet followed her example. At 2h. 43m. 15s. the Ierne carried away her main-topmast. The ship was rounded for the first time thus :

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Phosphorus.....	2	25	0	Enid.....	2	31	12	Diadem	2	38	10
Osprey.....	2	28	0	Lurline.....	2	32	56	Redgauntlet....	2	40	0
Glance.....	2	30	5	Circe.....	2	33	50	Ierne.....	2	47	0
Æolus	2	30	45	The rest not timed.							

At 2h. 45m. the Æolus ran through the Glance's lee and took third place, and at the same time sent her topmast on end and set her topsail. The Glance had her topmast up and topsail set like lightning.

The Diadem shortly afterwards carried away her fore-topmast, an accident which materially affected her position with the Circe. The Bell Buoy was rounded for the second time in the following order :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Phosphorus.....	2	53	50	Glance	3	1	45	Lurline.....	3	4	45
Osprey.....	2	57	15	Enid.....	3	2	18	Diadem	3	6	12
Æolus	3	0	50	Circe.....	3	3	20	Redgauntlet	3	7	4

Going for the Lightship the last time, the Enid went out upon the weather of the Glance, and tried to cover her, but the game little ship fought bravely to escape her weighty antagonist, until at length power told in the seaway, and the Enid went into fourth place; the Lurline began to make tracks in the wake of the Glance; the Circe next raced up to Glance, and tried to pass her to windward, but the wary little ship would not allow such a mountain of canvas to becalm her. It was a ticklish moment—the Lurline was drawing fast, but the Glance luffed, and so did the Circe. Still the Glance luffed, and at length forced the Circe to run through her lee. During this little bit of by-play the Diadem began to draw on Circe fast. The Nor'-West Lightship was rounded for the last time in the following order :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Phosphorus	3	23	25	Enid.....	3	32	0	Diadem	3	34	30
Osprey.....	3	26	42	Glance.....	3	33	30	Redgauntlet....	3	35	30
Æolus	3	30	0	Circe.....	3	33	45	Lurline not timed.			

After rounding the ship the Circe appeared to have carried away her fore-topsail yard; but the sail was immediately replaced by a balloon fore-topsail, set with a jack-yard. Without further change of position the Bell Beacon was rounded and passed for the last time as follows :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Phosphorus	3	54	5	Circe.....	4	1	45	Redgauntlet....	4	3	47
Osprey.....	3	57	0	Diadem	4	2	50	Glance	4	6	30
Æolus.....	3	59	50	Enid.....	4	3	27	Lurline not timed.			

After rounding the Bell Buoy for the run home, the Phosphorus, Osprey, and Æolus set their square-headed topsails; the Phosphorus, in jibing over her boom, carried away her topmast at the most critical period of the whole race. At 4h. 19m. the Osprey jibed her boom to port; at 4h. 20m. the Æolus jibed her boom over on the port hand, and at the same time set her balloon foresail; at 4h 25m. the Circe ran abeam of the Æolus to windward, all the schooners running up the Queen's Channel with their sails wing and wing; the Circe shifted her working for a balloon jib of large dimensions, quite of the proportions of a cutter's. The Phosphorus was now making a desperate struggle to hold the lead she had so nobly kept during the day. The crew of the brave little ship turned to with a will, set their racing flag again on the stump of the topmast, like true yachtsmen game to the last, and with a tail block ran a topsail yard and topsail up and down the mast, so as to form a jib-headed topsail. The Osprey drew upon her steadily and surely, and the Æolus overhauled both rapidly. The Osprey now attempted to pass the Phosphorus to windward, but the latter would not have it at any price, and luffed across her bows, both vessels boring in for the Burbo Bank until they had scarcely a foot of water to spare. At 4h. 45m. however, the Phosphorus could bore her in no closer, and the latter shaking herself clear, went away with a slashing lead for the first time. Nearing the Rock Lighthouse the Æolus set her balloon jib, and the Circe ran through the Phosphorus's lee. At 5h. 13m. the leading vessels were fairly in the river, the Osprey No 1, Circe 2, Phosphorus 3, and Æolus 4. The rest all in a ruck astern, the Lurline and Glance running a beautiful race together. As they approached the flagship, the Ariadne schooner, belonging to G. Higgins, Esq., which was stationed off the Prince's landing stage, and between which and the stage the vessels were to pass, leaving the flagships on the starboard hand, to the astonishment of every one the Osprey held on her course up the middle of the river, followed by the Phosphorus. Shouts, and waving of hands, hats and handkerchiefs seemed to be in vain; on they went. The Circe and Æolus in the mean time held steadily on for the passage between the stage and the flagship. It was not, however, until the gun was fired for the Circe that the Osprey or Phosphorus awoke to their mistake. In a moment over went their booms; the Osprey had to haul her wind down the river again, but the Phosphorus, more fortunate, was enabled to make a straight course of it. The Æolus made a rush, and the three vessels went for the passage almost abeam of each other, amidst the most tremendous cheering and excitement. The flagship was rounded in the following order and times:—

	h. m. s.		h. m. s.		h. m. s.
Circe.....	5 22 3	Phosphorus	5 24 50	Enid	5 32 57
Æolus.....	5 24 25	Redgauntlet.....	5 29 0	Glance	5 33 25
Osprey	5 24 45	Diadem.....	5 29 10	Lurline.....	5 33 27

It was a splendid race in between the Redgauntlet and Diadem, and the Glance and Lurline, there being only ten seconds between the two former vessels, and two between the latter; the Enid a few seconds ahead—in fact, so close and splendid a finish after such a hard day has seldom, if ever perhaps, been witnessed. The allowance of time for tonnage was three-quarters of a minute per ton up to 25 tons, half-a-minute from 25 to 50 tons, a quarter-of-a-minute for any tonnage above 50 tons. The Phosphorus was declared the winner of the cutters' cup, the Glance being 1m. 35s., over her allowance of time from her; and the Circe the winner of the schooners' cup. The different yachtsmen engaged in the contests having been assembled on the quarter-deck of the Eblana, the ceremony of presenting the prizes was at once proceeded with.

There were six vessels built this year in these two matches:—the first, Phosphorus, we have previously noticed, as being one of Hatcher's latest productions, and the good opinions entertained of her, she appears to maintain. The second is the Circe, built by Steele & Co., of Glasgow, and was pronounced by those well versed in shipbuilding as being a perfect gem of naval architecture, her whole appearance indicating a careful attention to every requisite. The third, the Redgauntlet, a very handsome vessel built by Inman, and as usual she fully does credit to his superior handicraft. The fourth, the Janie, is the production of Wingate of White-inch, near Glasgow, from the designs of her owner, Mr. Lane; from the attention and care bestowed on her construction she is classed as a powerful and excellent vessel: the whole of these vessels were canvassed by Laphorn & Son, of Gosport. The fifth, is the Wren; the Sixth the Eagle, both built by their owner, (Mr. Gibson,) at Ramsay, Isle of Man, from designs by Mr. Tovell, formerly of Colchester, but who has we believe commenced business on the island. The Wren has the peculiarities of his well-known Margaret, built by him for Mr. Mann a few years back. The Eagle is said to be built to compete with the celebrated Alarm, and will make her number at Cowes shortly. On the present occasion she was not in fit order for sailing a match, therefore at present her racing powers are unknown.

The other vessels have been so repeatedly noticed, and their excellent qualities are so generally known, that it is needless to particularise them. It was reported that the Diadem sprung her main-gaff jaws during the match, and had to sail all day with a reefed mainsail; which with her

previous loss amply accounts for this fine vessel not rendering a better account of herself, for thus crippled, it was impossible she could contend against a vessel showing such a spread of canvas as the *Circe*.

Second Day.—The morning was ushered in with every appearance of the weather of the previous day, and Rear-Commodore Tetley, assisted by his brother was early at his post.

The first prize was the gift of the ladies', a silver tea service of the melon and fruit pattern, a very elegant and richly chased salver, and a butter vase, of the value of 100 guineas for yachts of any rig, of 15 tons and upwards, course, same as previous day. The following started:

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
817	Phosphorus.....	cutter	49	W. Turner, Esq.	Hatcher
7	Æolus	cutter	62	C. T. Couper, Esq.	Fife
748	North Star.....	cutter	26	D. Gamble, Esq.	Canada Works
468	Glance	cutter	35	A. Duncan, Esq.	Hatcher
187	Coolin	cutter	34	G. Robinson, Esq.	Wanhill
853	Redgauntlet.....	schooner	135	G. P. Houghton, Esq.	Inman
631	Lurline	cutter	39	J. C. Atkins, Esq.	Wanhill
174	<i>Circe</i>	schooner	127	D. Richardson, Esq.	Steele & Co.
780	Osprey.....	cutter	61	E. W. Nunn, Esq.	White

The *Thought*, *Eagle*, *Wren*, and *Janie* were entered but did not start.

The next match was for a prize presented to the club, by R. Hutchinson, Esq., the Mayor; it consisted of a large claret jug, and two drinking cups to match, of the value of fifty guineas. The same course as before, for yachts of 12 tons and upwards in cruising trim. The following started:—

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
312	Enid.....	cutter	56	F. Scovell, Esq.	Wanhill
517	Ierne	schooner	60	S. Graves, Esq.	Fife
320	Ethel.....	schooner	18	F. M. Ross, Esq.	Marshall
283	Echo	cutter	36	G. Putland, Esq.	Wanhill

The following were also entered but did not start:—*Ariadne*, *Annie*, *Coralie*, *Haidee* (not arrived,) and *Victoria*.

The *Eblana* steamer again accompanied the match, having on board, Commodore and Mrs. Graves, the Worshipful the Mayor of Liverpool, (R. Hutchinson, Esq.,) a large party of ladies, and the officers and members of the club, with a numerous circle of friends. The *Cecilia*, yawl, Rear-Commodore Tetley, was the flag-ship for the day, and was moored

off the Prince's landing stage in the same berth as the *Ariadne* the day before.

At 12h. 10m. the starting gun was fired, and, as on the previous day the crowds that lined the landing stages and shores on both sides of the river exhibited the greatest interest and enthusiasm; the wind was at W.N.W., rather northering, not quite so strong as on the first day, and with not so much sea on. The *Ierne* and *Glance* were away first, the *Enid*, *North Star*, *Phosphorus*, and *Æolus* to the westward; the *Lurline*, *Osprey*, *Coolin*, and *Echo* to the eastward. It was, nearly a dead turn to windward down the first half of the course. The *Ierne* was the first to tack, followed by the *Osprey* and *Glance*. The *Æolus* began to show her power, flying up through the fleet at great speed; nearing the Rock Light the *Enid*, on the port tack, coming down along the Cheshire shore, had to bear away for the *Glance* on the starboard tack crossing from the eastward. The *Phosphorus*, *Æolus*, and *Osprey* had jib-headed topsails; the *Enid* set her square-headed working topsail; the *Circe* and *Redgauntlet* set square-headed main-gaff-topsails. At 12h. 30m. 30s., they passed the Rock Light in the following order:—*Enid*, leading to leeward, then the *Phosphorus*, *Glance*, *Ierne*, *Osprey*, *Æolus*, *Lurline*, *North Star*, *Coolin*, *Circe*, *Redgauntlet*, *Echo* and *Ethel*; it was a beautiful sight the beat down the Crosby Channel, the little *Glance* holding a wonderful wind. At 12h. 35m. 43s., the *Ierne*, *Enid*, and *Phosphorus* tacked to port. The *Glance* held on the port tack longer than any, and then tacked to port well to windward. The *Enid* weathered the *Æolus*, and the *Æolus* weathered the *Osprey*, and immediately went about on the latter's weather quarter. The *Lurline* was going along beautifully, turning up wind like a little witch, with her topmast housed and looking as wicked as possible. The fight in front now commenced in right earnest between the *Phosphorus*, *Glance*, *Æolus*, *Osprey*, *Lurline*, and *Enid*. At 12h. 51m., the *Phosphorus*, *Glance*, *Æolus*, *Enid*, and *Osprey* tacked to starboard together, the *Phosphorus* mistress of the position, with the *Glance* second, and *Æolus* third; the *Lurline* made a bold dash from the eastward on the starboard tack, but the *Æolus* weathered her on the port tack; she then stood on for the *Osprey* and *Enid*, which were on the port tack, coming down along the edge of the Burbo; they could not put about being so near the bank, so the *Lurline* was forced to tack in their lee. At 12h. 57m. 30m., the vessels stood thus: *Phosphorus*, *Glance*, *Æolus*, *Osprey*, *Enid*, *Lurline*, *North Star*, *Ierne*, *Circe*, *Redgauntlet*, *Echo*, and *Coolin* last. The *Ierne* set her narrow-headed topsail; the *Osprey* tried to cover the *Æolus*, but could not get her bowsprit further than the latter's runners,

when she began to fall off, and had to tack to port, leaving her competitor with a clear wind; at the same time the Phosphorus and Glance tacked, the Glance just weathering *Æolus*. At 1h. 4m., the *Æolus* tacked to windward of her, weathering *Enid*, and *Osprey*; the Phosphorus and Glance were going out to windward at rare speed, with *Æolus* turning up under their lee very fast, and threatening for the lead, the *Lurline* set her narrow-headed gaff-topsail, whole mainsail, and small jibs; the *Enid* carried her small square-headed topsail.

The Crosby light-ship was passed about 1h. 16m., the Phosphorus leading by two minutes, the *Æolus* and *Osprey*, then followed a series of tacking to the Formby light which was passed at 1h. 41m., by Phosphorus, *Osprey* and *Æolus*, the two former tacked to port and weathered the *Æolus*, *Enid*, and Glance. The vessels now worked into a whole fleet of ships, barks, brigs and schooners, which to the number of fifty-five sail, were turning down the Queen's Channel. It was a sight, which few that beheld it will ever forget upon that day, to see the dainty little pets of the sea threading their way, like fairy ships, through the busy work-a-day traders; no less than 137 sail of merchant shipping were in sight, and nine steamers. At 1h. 47m. 30s., the *Osprey* just barely weathered the *Æolus*. At 1h. 50m. the *Æolus* and Phosphorus tacked together almost abeam, the *Æolus* to starboard on the port tack, and the Phosphorus to port on the starboard tack, the Phosphorus the better off. At 1h. 51m. the *Osprey* tacked; at 1h. 53m. 30s. the Phosphorus weathered the *Æolus*, and the *Osprey* threatened to do so, but Walker threw the *Æolus* about to port on the starboard tack under the lee of the *Osprey*. At 1h. 56m. 30s. the Phosphorus tacked to starboard on port tack, and at 1h. 56m. 40m. the *Æolus* tacked in her lee; the *Osprey* tacked to starboard, and then the three vessels lay down on the port tack a tremendous race for the Bell Buoy; at 2h. 0m. 30s. the Phosphorus tacked to weather the buoy, and at 2h. 1m. 30s. the *Osprey* and *Æolus* tacked for it together, the Phosphorus shifting her small jib for a reaching one. The Bell Beacon Buoy was passed for the first time as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Phosphorus.....	2	3	37	Glance.....	2	7	37	North Star.....	2	20	31
Osprey.....	2	4	5	Lurline.....	2	10	6	Echo.....	2	24	5
Æolus.....	2	5	5	Circe.....	2	17	0	Ierne	2	24	53
Enid	2	6	24	Coolin.....	2	18	42	Redgauntlet	2	26	50

All shifted their small jibs for reaching ones. The *Enid* ran up to the lee quarter of the *Æolus*, and the Glance began to overhaul both; the Phosphorus, *Osprey*, and *Æolus* set their square-headed gaff-topsails; and on going for the N.W. lightship the first time, the *Enid* ran

through the *Æolus's* lee whilst the latter was shifting her topsail and jib; the *Osprey* began to close up to *Phosphorus*, and the N.W. lightship was rounded for the first time in the following order:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
<i>Phosphorus</i>	2	36	11	<i>Glance</i>	2	40	37	<i>Coolin</i>	2	58	27
<i>Osprey</i>	2	36	32	<i>Lurline</i>	2	43	15	<i>North Star</i>	2	59	12
<i>Enid</i>	2	38	13	<i>Circe</i>	2	48	15	<i>Jerne</i>	2	59	39
<i>Æolus</i>	2	31	52	<i>Redgauntlet</i>	2	57	45				

The *Circe* looked splendid coming up from the ship under a pair of balloon gaff-topsails, set with jack yards. At 3h. 6m. the *Æolus* ran through the *Enid's* lee, the latter setting a larger square-headed gaff-topsail. The Bell Buoy was rounded for the second time in the following order:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
<i>Phosphorus</i>	3	7	11	<i>Glance</i>	3	14	51	<i>Redgauntlet</i>	3	26	23
<i>Osprey</i>	3	7	35	<i>Lurline</i>	3	16	1	<i>Echo</i>	3	55	0
<i>Æolus</i>	3	9	45	<i>Circe</i>	3	17	42	<i>North Star</i>	3	57	50
<i>Enid</i>	3	10	39	<i>Coolin</i>	3	25	58				

After rounding the *Æolus* began to leave the *Enid*, and the *Phosphorus* drew away from the *Osprey*, and the *Æolus* drawing on both: the N.W. lightship was rounded for the last time thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
<i>Phosphorus</i>	3	39	6	<i>Glance</i>	3	48	41	<i>Redgauntlet</i>	3	59	40
<i>Osprey</i>	3	39	30	<i>Lurline</i>	3	49	53	<i>Coolin</i>	4	1	0
<i>Æolus</i>	3	41	23	<i>Circe</i>	3	50	54	<i>Jerne</i>	4	9	7
<i>Enid</i>	3	42	38								

The *Osprey* set her balloon jib, and the *Phosphorus* set her balloon foresail; the *Glance* set her balloon jib, as also did the *Circe*. The Bell Buoy was reached and rounded for the last time thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
<i>Phosphorus</i>	4	9	16	<i>Glance</i>	4	21	12	<i>Coolin</i>	4	34	57
<i>Osprey</i>	4	9	51	<i>Lurline</i>	4	21	23	<i>Jerne</i>	4	40	0
<i>Æolus</i>	4	11	43	<i>Circe</i>	4	21	23	<i>Echo</i>	4	44	0
<i>Enid</i>	4	14	20	<i>Redgauntlet</i>	4	28	5				

The *Æolus* on rounding set her balloon jib and sixty feet balloon topsail, which example was followed by *Phosphorus* and *Osprey*. At 4h. 30m. 30s., the *Osprey* ran through the *Phosphorus's* lee, and headed her for the first time, she then hauled her wind across the bows of the *Phosphorus*, and went ahead very fast; at 4h. 51m. 15s. the *Phosphorus* again began to draw on the *Osprey*, and the *Æolus* ran up to both. The crew of the latter had to hail the *Speedwell* steamer, that was accompanying match to go to leeward. At 5h. 1m. the *Æolus* collared the *Phosphorus*, a beautiful beam and beam race ensued between them; at 5h. 12m. *Æolus* passed her to windward, and ran up under the *Osprey's* lee: the struggle now became most exciting, for the *Glance* and *Lurline* were running a splendid race astern, with all their allowance of time in

their favour; at 5h. 16m. 30s. the Osprey was to windward, the suloÆ in the middle, the Phosphorus ran up abeam to leeward—a beam and beam race, and as fine a finish to a grand struggle as ever was witnessed; at 5h. 56m. Osprey got a fresh puff, and drew her taffrail on to the bow of the Æolus; at 5h. 34m. Æolus again drew on Osprey, and the Phosphorus luffed across the stern of the Æolus. Both Osprey and Æolus now drew away from Phosphorus, and finished a splendid race by a beam and beam struggle at the flag-ship. The Glance and Lurline also coming in as if they had been lashed together. The times at the flagship were as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Osprey	6	2	35	Circe.....	6	9	30	Redgauntlet	6	19	40
Æolus	6	2	36	Glance.....	6	10	55	Echo.....	6	31	25
Phosphorus	6	4	48	Lurline.....	6	10	56	Ierne.....	6	37	10
Enid	6	8	40	Coolin.....	6	18	55				

The cheering of the people on shore and afloat was immense. The Glance was declared the winner of the ladies' prize, the Phosphorus having her time off Osprey and Æolus, but had to allow Glance 7m., and the latter being in 6m. 7s. astern, thus won by 53s.

The Enid was declared the winner of the Mayor's prize.

A cup of the value of 25 sovs. was contested by yachts of the third class. Time race, course, from Prince's Landing Stage, down Queen's Channel, round Fairway Bell Beacon, back to landing stage.

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
	Brenda.....	cutter	8	D. McIver, Esq.	
1237	Vision.....	cutter	8	C. H. Coddington, Esq.	Benson
170	Cinderella.....	cutter	15	A. Finlay, Esq.	Fife
645	Magnet.....	cutter	12	E. J. Bolton, Esq.	Holden

The Cinderella came in first about a second in advance of Vision, after a sharp and well contested match, as the following times will show:

	h.	m.	s.		h.	m.	s.
Cinderella.....	5	47	5	Brenba.....	5	50	48
Vision	5	47	0	Magnet.....	5	58	0

The Vision having to receive time from Cinderella was declared the winner.

On the evening of the following day a considerable number of yachtsmen and others, by the kind and liberal invitation of R. Hutchinson, Esq., the Mayor of Liverpool, partook of a splendid banquet at the Town Hall, thus finishing the regatta of 1862, in a manner never before surpassed.

PRINCE OF WALES YACHT CLUB MATCH.

ON JULY 8th, this flourishing club had a most excellent match, from Erith to the Chapman Light and back, on which occasion a very pretty silver gilt cup, value twenty guineas, was given for competition for yachts of 12 tons and under, the property of members. Time for tonnage, half-a-minute: the following yachts started:—

Numbered as in Hunt's Yacht List for 1862.

No	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1096	Violet	cutter	9	Rt. Hon. Lord de Ros	Aldous
756	Octoroon	cutter	12	Cecil Long, Esq.....	Hatcher
90	Bessie	cutter	9	J. H. Hedge, Esq.....	Harvey

On our arrival at Erith we found the yachts moored in the above order, which was contrary to the programme, as Bessie had drawn No. 1 station, and Violet No. 3, however all appeared satisfied and preparations were made for the start, which took place at 12h. 33m., with wind veering from W. to W.N.W., weather remarkably fine. The Bessie was first canvassed, topsail included, and had the lead, although it was a trial of smartness between her crew and that of the Octoroon, which was second off, the Violet's topping lift slightly fouled, which rather retarded the setting of the sail. However all being righted, she hoisted her favourite square-sail, and off Erith Gardens she passed Octoroon. In Rands Reach Bessie was leading ahead of Violet by about 100 yards, which latter was about same distance ahead of Octoroon.

Entering Long Reach, Bessie eased off her main sheet, and a slight increase of breeze springing up, she walked away from her competitors for a short time; Violet struck squaresail; Octoroon appeared very slow and heavily passed through this reach. Off Stone Ness, Bessie was leading Violet by a quarter of a mile, and the Octoroon at least a mile, with a good breeze. Entering St. Clement's, Violet again set square-sail, Bessie boomed out jib, Octoroon jibed off Ingress House, the other two carried on through the Reach, but in nearing Broad Ness Point, Violet jibed from starboard to port, and again jibed to round the point, when Bessie and Violet catching a slight puff off the land, went smartly ahead.

Off Northfleet dockyard, Bessie set squaresail, and Violet got out of the tide, and ran into a calm, and Octoroon which had now fully shook off her drowsiness, rushed up to Violet, and they continued beam and beam, she then came the artful and tried to pass through the little one's

lee when after divers attempts she succeeded off the Terrace pier; now 2h. p.m.

Entering Sea Reach, Bessie was still ploughing ahead in all her glory, the wind being nearly down the reach. Octoroon drew away from Violet, and was inclined to challenge Bessie, but the Chapman, the turning point, being reached it was necessary to prepare for the rounding. Bessie shifted topsail for a small working one, also balloon jib for one of less size; Octoroon changed topsail, whilst Violet kept all standing except squaresail.

	h. m. a.		h. m. a.		h. m. a.
Bessie.....	3 28 16	Octoroon.....	3 32 0	Violet.....	3 34 0

They all rounded well, and after a few boards on the Essex shore they stood over to the Bligh. The Bessie still leading, with Octoroon too close to be pleasant, Bessie carried gaff-topsail which was sadly injurious to her, as it shook most annoyingly; but it appeared to us that the Octoroon being so close they were afraid to shift as they would give away a chance: at length Octoroon changed hers for a jib-headed, when after a short time Bessie finding it injurious resolutely struck it, and rather tardily set a small jib-headed one. Some excellent and enjoyable manœuvring took place, Octoroon endeavoured to pass Bessie to windward, when the latter luffed up, and then Octoroon endeavoured to put about, but Bessie stood direct across her bows, this occurred twice before Octoroon could get clear of the little lady. Off the upper buoy of the Bligh the Octoroon had the lead by half-a-length, and Violet was seen in the distance to strike her topsail.

In the Lower Hope there was also some jockeying, when Bessie made a feint of going about, Octoroon ditto, and each seemed determined not yield a foot to the other, but would rather go ashore. At length Bessie resolutely put about, and stood for a short stretch to the southward. The Octoroon was leading with a good breeze, and when off Tilbury, the Bessie fortunately caught a breeze which sent her rattling after her wily opponent, who finding her too close, put about in order to keep the weather hand, and here occurred some more smart manœuvring; Octoroon however led round the point into Northfleet Hope with Bessie in close attendance, both getting an excellent breeze, which Octoroon careened to in a most astonishing manner: in fact on several occasions during the match, she showed symptoms of want of stability, and would have led many to imagine that her ballast had shifted, only it was known to be sealed down.

At Greenhithe they were close together, and stuck to each other with such pertinacity that neither would give way; standing into the shore

among the mooring buoys, everybody expected to see them touch the ground. At last both tacked together, when Bessie having rather the best of the tide walked passed to windward, greeted with loud cheers by the company on board the steamer; indeed such was the excitement that on more than one occasion during the day, both vessels were equally favoured with acclamations. After the Bessie had taken the lead, she drew away from her staunch antagonist, and on nearing the flag-buoy at Erith she was forced to tack, which she fortunately did in less than no time, for although she had to receive $1\frac{1}{2}$ m., yet the least hitch might have torn from her the laurels within her grasp: by the undermentioned time of rounding will be seen how close the shave was:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Bessie	6	58	0	Octoroon	6	58	15	Violet	7	20	0

The cheering was again renewed, and those connected with the little Bessie must have felt great happiness in retaining in 1862, the title she had won last year, that of *Champion of the light weights on the Thames*. Her builder was on board the steamer, and we could not help congratulating him, for his anxiety was so great that he watched her intently and unceasingly throughout the day. The Bessie is certainly a very pretty model and a fast vessel. Her sails as we noticed before were by Laphorn and Son, and Octoroon's by Scovell of Southampton. The Bessie was sailed by Mr. Edward Harvey, who has an establishment at Barking. The Octoroon was sailed by Mr. Bartlett, who is well known as an experienced hand, and can make the most of a vessel, but on this occasion he was rather out in calculations, or the craft was over ballasted. Great praise is due to both crews for the manly manner in which the match was contested.

We cannot close that account without adding that the best thanks of all the metropolitan clubs are due to Lord de Ros, for his promotion of yacht racing on the Thames, as at all times whether he has a chance of winning or not, the white and red cross of the Violet is hoisted as a competitor, and he has on more than one occasion, by starting, prevented a match from being declared null and void.

ROYAL ST. GEORGE'S YACHT CLUB REGATTA.

THE aquatics at Kingstown, are held alternate years between the Royal Irish and this Club, and this year it fell to the lot of St George's to uphold the dignity of yachting, and right nobly they "did that same." On the 8th and 9th of July, all Dublin, and its surrounding tributaries

poured forth their masses to witness the finest regatta ever held in its noble bay. For some time previously the weather had been very bad and variable, and it was feared that a postponement would be inevitable; however, the lucky star of the Royal St. George's was in the ascendant, and for the many thousands that were assembled at the club houses, and generally on the harbour piers, two finer days could not be desired. The arrival of yachts commenced early in the previous week, and they continued to come in in rapid succession up to the morning of the races. Kingstown harbour was one vast forest of masts, not a merchant-ship was visible; with the exception of the noble mail steamers that ply between Holyhead and Kingstown, all were yachts.

First Day.—The morning opened with a light breeze at N.W., and from an early hour dense multitudes began to arrive at Kingstown by road and by rail. It was truly a lovely day, and the aquatic Ascot of the Irish seas, as it usually does, seemed to have induced a general holiday in Dublin. As to the harbour, it was a moving mass of yachts and boats of every size and description. The appearance it presented was something novel and most wonderful, and the seamanship displayed by the crews of the racing vessels in getting their vessels to the starting buoys was the admiration of many a veteran salt. Truly the pleasure navy of Great Britain has become an institution, and right proud might the gallant yachtsmen who contribute so largely to its support and improvement be at the noble display of vessels and their crews that took place in Irish waters this year. As the hour for the start approached, the most intense excitement was manifested, and as each vessel took up her station at the starting buoys, she became the cynosure of all eyes; her previous career was freely descanted upon, and her chances of success keenly investigated. It was quite a pleasure to hear the shore folk evince, in many instances, quite as intimate an acquaintance with the career of their floating favourites as might be expected to be known of the pedigree and performance of an anticipated winner of the Derby. Betting too, went on more freely than was ever remembered at any regatta, and there were some large sweeps at the club houses. The favourites amongst the cutters appeared to be the Glance, Osprey, Phosphorus, Christabel, Æolus, Avalanche, and Enid; and amongst the schooners, the Circe and Diadem, on their respective previous performances.

Shortly after nine o'clock the following vessels took up their stations for a purse of 100 sovs. open to all yachts of 30 tons and upwards, belonging to any Royal Yacht Club, time race.

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts	Rig.	Tons.	Owners.	Builders.
162	Christabel.....	cutter	48	H. H. Kennard, Esq.	Aldous
780	Osprey.....	cutter	59	E. W. Nunn, Esq.	White
187	Coolin.....	cutter	33	G. Robinson, Esq.	Wanhill
312	Enid	cutter	56	F. Scovell, Esq.	Wanhill
64	Avalanche.....	cutter	40	J. Wheeler, Esq.	Owner
7	Æolus	cutter	61	C. T. Couper, Esq.	Fife
817	Phosphorus.....	cutter	50	W. Turner, Esq.	Hatcher
631	Lurline	cutter	38	J. C. Atkins, Esq.	Wanhill
283	Echo.....	cutter	36	G. Putland, Esq.	Wanhill
653	Marina.....	cutter	65	J. C. Morice, Esq.	Ratsey
468	Glance.....	cutter	35	A. Duncan, Esq.	Hatcher
917	Sibyl.....	cutter	39	Sir J. Arnott, Bart.	Wheeler

At 11h. 6m. 10s. the starting gun was fired. The Osprey went away with the lead in beautiful style, with the Phosphorus second, and the rest of the vessels close in a ruck; it was one of the most magnificent starts ever witnessed in Kingstown Harbour, and the cheers and excitement of the thousands on shore and in the steamers accompanying the matches, and the yachts bound on a similar cruise, was something amounting to a pitch of enthusiasm that we never before witnessed. The flag off the mouth of the harbour was rounded in the following order :—Osprey 1, Phosphorus 2, Æolus 3, Marina 4, Avalanche 5, Enid 6, Lurline 7, Christabel 8, Echo 9, Glance 10, and Coolin 11. Here unfortunately a collision took place between the Marina and Avalanche; all however was soon set to rights, and they were clear and away in fierce pursuit of their flying rivals. In the early part of the morning the wind had been out from the N.W., but just previous to starting it chopped round to the S.S.E., causing all the vessels, save the Enid, to shift their balloon for working topsails. The Enid sailed with her balloon topsail all the day. It was a dead beat down to the Muglin Boat, and after rounding the Harbour Boat, the Christabel, Enid, and Lurline held on the star-board tack—the others went about on the port tack into Scotchman's Bay. At 11m. 49s. the Phosphorus weathered the Osprey and took the lead, and the Muglin Boat was rounded for the first time as follows :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Phosphorus.....	12	57	0	Christabel	1	0	45	Lurline.....	1	1	50
Osprey.....	12	58	5	Enid.....	1	1	30	Coolin	1	1	53
Æolus	12	59	30	Marina	1	1	35	Glance	1	1	58

The remainder in a ruck close up. The wind became light and baffling at S.S.E.; the vessels all going for the Kish Lightship very close together. The Lightship was rounded the first time in the following order :—

	h. m. s.		h. m. s.		h. m. s.
Phosphorus	1 35 30	Enid.....	1 47 30	Coolin	1 51 0
Osprey.....	1 37 0	Marina ...	1 49 0	Avalanche.....	1 52 0
Æolus	1 45 45	Lurline.....	1 49 40	Glance	1 54 0
Christabel.....	1 46 30				

It was immediately shift for balloon canvas in the run down wind, the Christabel's crew distinguishing themselves for smartness, as also the Phosphorus's. In going for the Candlestick Bay flagboat, the Osprey ran through the lee of the Phosphorus, and again took the lead, rounding the boat about one minute ahead of her, Phosphorus 2, Enid 3, Christabel 4, Æolus 5, and Avalanche 6, rest well up. Going for the Poolbeg flagboat the Enid passed the Phosphorus, and went into the second place. This flagboat was rounded in the following order and times :—

	h. m. s.		h. m. s.		h. m. s.
Osprey.....	2 2 10	Æolus.....	2 6 5	Avalanche.....	2 9 40
Enid.....	2 4 0	Marina.....	2 9 10	Sibyl	2 10 5
Phosphorus.....	2 4 10	Lurline ...	2 9 20	Glance.....	2 11 5
Christabel.....	2 4 50				

Here unfortunately, the Phosphorus's bowsprit touched the Enid. From this boat it was a dead turn to windward; at 2h. 22m. the Osprey and Christabel tacked to port, and the Osprey weathered the Phosphorus; the Christabel ran into a belt of calm, and the sternmost vessels came racing up to the leading ones with the tail of the breeze; at 2h. 33m., Osprey still leading, the Phosphorus, Enid, and Glance caught a slashing breeze at S.S.E., and went away with a fine lead.

The Christabel stood inshore and got becalmed; the Osprey seeing her in this dilemma immediately tacked to port, and stood out into the bay. Oh, wary Mr. Gibbons! At 2h. 33m. all the vessels, save the Christabel, with a fine breeze at S.S.E.; at 2h. 59m. the latter vessel got the wind; at 3h. 24m. she passed the Sibyl, Coolin, Avalanche, and Marina. Off the Muglins the Christabel missed the flagboat, and had to make a short tack, which placed the Marina ahead of her; the Phosphorus was now leading well, with the Osprey a close second. When about three-fourths of the distance out to the lightship, the wind and sea having greatly increased, the Osprey carried away her topmast and bore up; she was at the time about four minutes and a half astern of the Phosphorus. Shortly afterwards the Marina and Lurline came to grief, both vessels carrying away topmasts, a strong wind and her—jump of a sea setting up the bay. The Glance whilst getting down her balloon gaff-topsail, jammed the halyards of it, and carried away Jenny yard. Nearly all the other vessels, with quite enough of wind also hauled down their topsails, and some had to lower their foresails; twice up their main-tacks to the strong squalls. The vessels at 4

time bore in the following order :—Phosphorus 1, Lurline 2, Enid 3, Æolus 4, Glance 5, Marina 6, Christabel 7, Avalanche 8, Coolin 9, Sibyl 10, and Echo 11. Osprey bore up. The sternmost vessels seeing the race thus far gone, began to reduce canvas in order to save their spars for Wednesday. The Kish lightship was rounded for the last time in the following order :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Phosphorus.....	3	45	0	Enid.....	3	58	40	Glance.....	4	2	30
Lurline.....	3	56	10	Æolus	4	1	10	Marina	4	7	30

From this period the wind became uncommonly baffling; there was a S.E. wind from the sea, and a westerly wind from the land, and the vessels presented a most extraordinary sight, some reaching for the harbour and others beating up to it, but the Phosphorus caught a splendid slant, and went in considerably in advance of her antagonists. The flagship was passed in the following order and times :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Phosphorus.....	5	21	10	Christabel.....	6	5	43	Sibyl.....	6	11	37
Enid.....	5	57	10	Glance.....	6	8	41				

The remaining vessels not timed. Owing to the Phosphorus having unfortunately touched the Enid with her bowsprit when rounding the Poolbeg boat in the first round, she was disqualified, and the Enid was declared the winner of the Blue Riband of the Irish seas for the year 1862.

The next match was for a prize of 30 sovs. open to all yachts under 30 tons, belonging to any Royal Yacht Club.—Time race. The following contended :—

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
58	Atalanta.....	cutter	27	Nelson Arnold, Esq.	Marshall
1257	Waterwitch	schooner	27	Capt. H. B. Sandford	
78	Banba	cutter	24	W. I. Doherty, Esq.	Marshall

At 11h. 45m. start was effected, the Water Witch taking the initiative, with the Banba second, which vessel soon challenged for the lead, and wrested, from the Witch, and was never headed again, coming in by some minutes. In going round the Burford Bank buoy in the first round, the Atalanta carried away her topmast, and forced to resign the contest.

The third sailing match was for a prize of 20 sovs. open to all yachts of 15 tons and under :—Time race, short course, twice round :— The following contended .—

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
864	Ripple.....	cutter	12	D. Fulton, Esq.	Fife
170	Cinderella	cutter	15	A. Finlay, Esq.	
348	Fairy	cutter	10	G. Howe, Esq.	
268	Dove	cutter	12	T. D. Keogh, Esq.	
804	Pet	cutter	12	Lieut-col. Rutledge	
1097	Virago.....	cutter	10	J. Byrne, Esq.	Wanhill Holden
92	Bijou.....	cutter	12	R. D. Kane, Esq.	
645	Magnet.....	cutter	12	E. J. Bolton, Esq.	

A very beautiful match ensued between these little vessels ; the start took place at half past twelve o'clock. The Virago led out of the harbour, closely followed by the Ripple, with the rest well up. After a most determined struggle between the mosquito fleet the flagship was reached in the following order and times :—

	h. m. s.		h. m. s.		h. m. s.
Cinderella	5 37 27	Ripple	5 39 8	Pet.....	6 13 23

Some very exciting rowing matches took place between the following clubs :—Dublin Univerity, Clydesdale, and Liffey. The Clydesdale winning both four-oared and two-oared matches, after severe struggles and one or two ties.

His Excellency the Lord Lieutenant honoured the regatta by his presence attended by several gentlemen of his staff, and partook of a sumptuous *dejeuner* at the club-house.

Second Day.—The first match was for a piece of plate value 60 guineas, given by the Royal Irish Yacht Club, open to yachts belonging to members of any royal yacht club. Time race. Long course—twice round. The following started :—

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
162	Christabel	cutter	48	H. H. Kennard, Esq.	Aldous
187	Coolin.....	cutter	33	G. Robinson, Esq.	Wanhill
312	Enid.....	cutter	56	F. Scovell, Esq.	Wanhill
64	Avalanche	cutter	40	J. Wheeler, Esq.	Wheeler
7	Æolus.....	cutter	61	C. T. Couper, Esq.	Fife
817	Phosphorus	cutter	50	W. Turner, Esq.	Hatcher
631	Lurline.....	cutter	38	J. C. Atkins, Esq.	Wanhill
283	Echo.....	cutter	36	G. Putland, Esq.	Wanhill
468	Glance.....	cutter	35	A. Duncan, Esq.	Hatcher
917	Sibyl	cutter	39	Sir J. Arnott, M.P.	Wheeler

The starting gun boomed forth the welcome sound at 11h. 12m. The wind was from N.W.b.W., a pleasant breeze. Phosphorus was off with an excellent lead, followed in succession by Christabel, Coc Lurline, Avalanche, Enid, Æolus, Sibyl and Echo. Prior to round the harbour flagboat, the Lurline had wrested third place from Cool

and placed herself within 5s. of Christabel, which was within 25s. of Phosphorus; the rest in a cluster, all making a tremendous rush for fourth place, and it was a miracle they did not foul, for their close positions produced a feeling that such would be the case, however, it did not occur, and they separated with a rush for the Muglin flag-boat; after some little manœuvring between the "Cock of the North" (as our friend Van terms her) and the Glance.

The following times will show also what an excellent match it was to this time.

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Phosphorus ...	11	36	34	Glance	11	38	30	Coolin	11	39	30
Christabel.....	11	37	10	Avalanche	11	42	30	Sibyl.....	11	42	20
Enid	11	37	45	Æolus	11	31	30	Echo	11	42	20
Lurline.....	11	38	5								

The Avalanche set her balloon jib, the Sibyl and Lurline shifted their balloon topsails. Enid ran through the Christabel's lee, and threatened the Phosphorus; but the Christabel again drew upon her, and the Phosphorus still gallantly held her own. All vessels then lowered their foresails to allow the balloon to draw. Æolus drew ahead of Avalanche and Glance, and then luffed across Lurline's stern, and ultimately shot ahead of her on the weather side; at 12h. the Christabel then took the lead, the "Cock of the North" took a good start into the bay, where the true vein of wind was blowing, and threatened the leading squadron. Course E.N.E., $\frac{1}{2}$ E., Kish Lightship bearing E.b.S., she bore away for the Lightship and all the other vessels followed her example. Shortly after the Phosphorus and Enid began to draw upon Christabel, and Æolus threatened to cover the Glance, but she declined this kind compliment, so the former endeavoured to force the passage through her lee; but immediately the Lurline luffed across her stern, establishing herself on her weather quarter. Christabel still held the lead nobly. Enid passed the Phosphorus, and went into second place, Phosphorus third, Glance fourth, Æolus fifth, Lurline sixth, Avalanche seventh, Coolin eighth, Sibyl ninth, Echo tenth, all close together. Lurline hauled her wind and threatened Glance. Avalanche drew up to the leading vessels. The Enid raced up to Christabel, which she passed and lead for some minutes, when the Æolus having passed Christabel ran up beam and beam; but the Avalanche taking a fresh spurt passed both and became the leader, which position she maintained when rounding the Kish Light. which was done thus:—

	h.	m.	s.		h.	m.	s.	
Avalanche	1	11	0	Lurline.....	1	12	0	Phosphorus as it would
Æolus	1	12	0	Glance	1	13	0	Chal in five minutes.
Enid.....	1	12	0					

The others about 10m. astern. Lurline crept up on the weather beam of the "Cock", the Avalanche hauled her wind right up into the Bay followed by the fleet; she caught the first of a good breeze when she went away like a steamer with the "Cock" in pursuit, they drew away from the others fast, all being close hauled for Candlestick Bay flagboat, the latter held the best wind. Phosphorus tacked to port for a short space to weather her mark, and crossed inside the north buoy of the Burford, the Lurline holding a fine wind, as also did the Christabel. At 2h. 11m. the Lurline, Phosphorus, Glance and Christabel began to haul up to windward of the Avalanche, and Æolus. The Phosphorus Lurline, Glance, and Christabel now began to look particularly dangerous, all holding splendid winds; the Æolus tacked to port on the starboard tack and forced the Lurline to go about.

The fleet passed Candlestick Bay flag-boat as follows:—Lurline and Æolus 2h. 27m. the Lurline a little ahead to leeward, all the others holding on the port tack, so as to weather the Poolbeg flagboat; Æolus then drew up on the weather beam of the Lurline. At 2h. 34m. 30s. the Phosphorus weathered the Æolus on the starboard tack, and put the Lurline about—a wonderful tack of the Phosphorus; the Avalanche lay a long tack up to the Bull Sands; when she tacked again to port she stood well to her canvas, and seemed likely to weather out the Poolbeg flagboat; but the Phosphorus was coming up raking on the opposite (port) tack, and looked equally wicked for the flagboat.

At 2h. 55m. 30s., the Æolus tacked to port and hauled down her topsail, which would stand no longer. The Avalanche held a wonderful wind to weather the flagboat, but seemed rather inclined to overdo the thing. The Phosphorus now got the breeze that suited her, and rounded the harbour boat the second time at 2h. 8m. 30s., followed by the Avalanche at 3h. 10m., Glance at 3h. 11m. 30s., Lurline at 3h. 12m. 30s., Æolus at 3h. 14m., Christabel at 3h. 15m., Enid at 3h. 15m. 30s. A few minutes after Christabel carried away her topmast, with balloon topsail set, the hooks of the weather topmast rigging bursting from the heavy puffs beginning to blow off the land as they approached the Muglin flagboat, the Avalanche, Glance and Æolus bending gracefully to its power, and the latter drawing up fast with the leading boats: wind at W., with strong puffs of westerly wind. The leading vessels rounded the Muglin flagboat for the second time in the following order:

The wind was:—

	h	m.	s.		h	m.	s.		h	m.	s.	
off with an excellent	2	7	15		Glance	3	30	30		Æolus	3	3
Lurline, Avalanche, Enid	3	45			Lurline	3	31	0		Enid	3	3

were again set for running out to the Kish Light, the

the *Æolus* beginning to draw on the leading vessel; the handsome *Enid* came to grief by carrying away the jaws of her gaff, and at the same time cut the tack-lashing of her balloon jib, and let it fly in. A splendid beam and beam race began between the *Glance* and *Lurline*, which seemed as if they were glued to each other. The *Enid* now bore up; the *Æolus* ran past the *Lurline* and *Glance*. The leading yachts passed the Kish Light for the last time as follows :

	h. m. s.		h. m. s.		h. m. s.
Phosphorus	... 4 13 0	<i>Lurline</i>	4 17 45	<i>Sibyl</i>	4 29 0
<i>Avalanche</i>	4 13 30	<i>Glance</i>	4 18 15	<i>Coolin</i>	4 30 0
<i>Æolus</i>	4 16 45	<i>Christabel</i>	4 27 30		

Christabel with her racing flag nailed to the stump of her topmast. The *Avalanche* set her narrow-headed topsail, and at the same time the *Lurline* drew away ahead under the lee of the *Glance*, the *Æolus* shifting her topsail, jib, and foresail, and began to draw fast on the *Avalanche*, the *Phosphorus* going away with a tremendous lead, and all the leading vessels close hauled for Candlestick Bay flagboat, the *Lurline* and *Glance* holding the best winds of the whole fleet. At 4h. 41m. 30s., the *Lurline* came up on the weather quarter of the *Æolus*, the *Glance* on the weather quarter of the *Lurline*, both of them dangerous light weights, but the *Phosphorus* seemed to carry a screw in her tail, working every puff to windward, the *Æolus* going along in splendid style, and overhauling the *Avalanche* fast. At 5h. the *Æolus* ran up abeam of the *Avalanche* to windward, and at the same time the *Lurline* raced up abeam of the *Æolus* and *Avalanche*, well to windward, and going splendidly. The *Glance* ranged up on her weather quarter—all these vessels overhauling the gallant *Phosphorus*, the *Christabel*, without a topmast, overhauling them all, and holding a fine wind, the *Æolus* at the same time dropping down on the *Avalanche*. A splendid race now began between the *Glance*, *Lurline*, *Æolus*, and *Avalanche*, all nearly abreast when passing Candlestick flagboat, the *Phosphorus* still well ahead, with both the light weights looking somewhat dangerous. Wind, a nice fresh breeze at W. At 5h. 10m., the *Phosphorus* tacked for the Poolbeg boat and passed it for the last time at 5h. 20m., the *Lurline*, *Æolus*, and *Avalanche* tacked for the boat, and at 5h. 22m., the *Glance* weathered the *Æolus* on the port tack, stood on well, and then tacked on the *Æolus*'s weather. They passed the boat as follows :—

	h. m. s.		h. m. s.		h. m. s.
<i>Lurline</i>	5 23 0	<i>Æolus</i>	5 25 30	<i>Christabel</i>	5 28 30
<i>Glance</i>	5 25 30	<i>Avalanche</i> ..	5 27 30		

At 5h. 34m., the *Æolus* hauled down her working topsail as it would not stand by the wind, and set her jib-headed topsail in five minutes.

The Lurline and Glance now made a magnificent rush for the Cup, and as fine a race as ever was sailed, concluded at the flagship in the following order and times :—

	h. m. s.		h. m. s.		h. m. s.
Phosphorus.....	5 47 0	Æolus	5 58 56	Avalanche	6 0 30
Lurline	5 54 42	Christabel	5 58 36	Coolin	6 8 12
Glance	5 56 5				

This was a most splendid race, which added another laurel to the Phosphorus.

The next match was a prize of 75 guineas value, for a race by schooners and luggers, the property of members of any Royal Yacht Club :—Time race—Course as previous race.

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts.	Rig.	Tons.	Owners	Builders.
258	Diadem	schooner	126	J. D. Cannon, Esq.	Wanhill
420	Galatea	schooner	143	T. Broadwood, Esq.	Hansen
1279	Wildflower.....	schooner	47	S. Little, Esq.	Fife
843	Redgauntlet.....	schooner	135	G. P. Houghton, Esq.	Inman
37	Anita	schooner	47	J. Ballantine, Esq.	Simons
174	Circe	schooner	127	D. Richardson, Esq.	Steele & Co.

The gun was fired at 12h., when the Diadem led off followed in the order placed above.—Before coming to the flagboat the Circe had run up past Redgauntlet, and passed the flagboat beam and beam with the Wildflower. The vessels passed the Muglin flagboat the first time as follows :—Diadem 1, Galatea, 2, Circe 3. The yachts then went for the Kish Light, passing it in the following order :—Galatea 1, Anita (close to her) 2, Circe, Diadem, and Wildflower. The Poolbeg boat was reached as follows :—Circe 1, Galatea 2, Diadem 3. On making board from the Poolbeg boat, weathered the harbour boat amid loud cheers from the shore, and passed it first, followed by the Circe second, and the Diadem third. They passed the Muglin boat in the same order, and made the Kish Light for the second time, the Circe passing it first by 35sec. ahead of the Galatea, the Diadem being third, and 1m. 45sec. astern of the Galatea. They arrived at the flagship in the following order and times :—

	h. m. s.		h. m. s.		h. m. s.
Circe	6 39 32	Diadem.....	6 48 0	Wildflower	7 26
Galatea	6 46 32	Redgauntlet.....	7 15 45	Anita.....	7 27

A sweepstakes was made up between the schooners Imogen, Ariadne, and Heroine, which terminated as follows :—

h. m. s.			h. m. s.			h. m. s.		
Ariadne	4	40 43	Heroine.....	5	10 47	Imogen.....	5	14 5

Won cleverly by Ariadne.

The third prize was of the value of 20 sovs., given by the Dublin and Wicklow Railway Company for yachts of 20 tons and under.—Time race :—This was won by Cinderella, beating Ripple and Dove.—Some rowing matches followed, and closed the best regatta ever known in the harbour of Kingstown.

THE ROYAL NORTHERN YACHT CLUB REGATTA.

THIS influential club held its annual fête at Largs on Tuesday and Wednesday, 1st and 2nd July, which was highly successful, and indeed it could hardly fail of being otherwise when the liberality of the prizes offered for competition were taken into consideration. As will be seen by the following account several of our most celebrated cranks were present and partook of the feast. If the world-renowned Mosquito had been gifted with speech, she would have thrown down the gauntlet to them all, and done her best to prove the "Old Ones" have still some metal in them.

The steamer Craignish Castle was employed as commodore's barge, and the sports were directed by David Richardson, Esq., of Hartfield, Vice-commodore, assisted by Messrs. Wm. Houldsworth, A. S. Schaw, and W. D. Roberts, stewards, and Mr. Patrick Murray, the energetic and courteous secretary. The time was most correctly kept by Mr. John M'Kenzie assistant to Mr. Park, optician, Cathcart Street. There was a large and fashionable party on board the steamer, who were entertained during the day by the fine music of the band of the Largs Rifle Volunteers, conducted by Mr. Denny, while Mr. M'Kay, Havelock Buildings, ministered to their material comforts with a profuse and excellent luncheon. The assemblage of vessels was the largest and finest ever seen at a Clyde regatta.

At one part of the day there were no less than 45 yachts under sail within view of the spectators, a most beautiful and animated sight. Amongst the strange vessels which did not compete were the schooners Amy, J. Barret, Esq., R.St.G.Y.C., and Gertrude, M. Hayes, Esq., R.C.Y.C. The beautiful new schooner Reverie, built this season by Messrs. Steele for Frank Powell, Esq., was also present, but did not enter, and along with the magnificent cutter Clutha, launched a short time ago by Fife of Fairlie for Charles Tennant, Esq. were the theme of general admiration.

On shore the scene was very lively. The pier and beach were crowded by lookers-on, and an assemblage of peep-shows, stands and other attractions (including a large wax work) made each bonnie laddie think that St. Colm's Day had come again.

The first race on Tuesday was for a prize of 100 sovs., open to yachts of Royal Yacht Clubs of 30 tons and upwards. Time race.

The course was from a flag-boat near the Commodore's barge at Largs on to Wemyss Bay, across to Innellan, thence to Mount Stewart (Island of Bute), and back to Largs. Twice round. The whole distance being about 40 miles. The following vessels entered.

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts	Rig	Tons	Owners	Builders
780	Osprey.....	cutter	59	E. W. Nunn, Esq.	White
464	Glance.....	cutter	35	A. Duncan, Esq.	Hatcher
7	Æolus.....	cutter	61	C. T. Couper, Esq.	Fife
817	Phosphorus.....	cutter	50	W. Turner, Esq.	Hatcher
962	Storm.....	cutter	35	J. Graham, Esq.	Fife
631	Lurline.....	cutter	38	J. C. Atkins, Esq.	Wanhill

The start took place at 11h. 4m. 8s. was acknowledged to be one of the finest ever seen—the whole fleet getting well away together, and a very fine race was expected in which the spectators were not disappointed, and we deeply regret that among our Northern friends we were not supplied with a detailed account of the tactics displayed by the vessels.

The first round being completed by each as follows :—

	h. m. s.		h. m. s.		h. m. s.
Osprey.....	2 5 20	Æolus.....	2 10 36	Lurline.....	2 16 46
Phosphorus.....	5 7 40	Glance.....	2 16 44	Storm.....	2 30 15

Loud and continuous cheering greeted the vessels, especially the Osprey and Phosphorus; and the turning of the buoy at Largs by the Glance and Lurline was a very exciting sight, and a closer contest has seldom been witnessed. The bowsprit of the Lurline was over the taffrail of the Glance for some time, but as they entered on their second round, the Glance seemed to creep away.

During the second round, the Phosphorus carried away her topmast and got her gaff injured, was obliged to abandon the race, and make for Fairlie to have them ready for the next day's racing. The others were almost becalmed off Skermorlie, with the exception of the Osprey, which got into a vein of wind, crept a long way ahead, and came in an easy winner. They arrived at the goal as follows :—

	h. m. s.		h. m. s.		h. m. s.
Osprey.....	4 37 27	Glance.....	5 24 9	Storm.....	5 3 0
Æolus.....	5 16 43	Lurline.....	5 24 26		

The second race was for a purse of 30 sovereigns, open to yachts of

Royal Yacht Clubs of 10 tons and under 30 tons. Time race. Same course ; twice round. The following started :—

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts.	Rlg.	Tons.	Owners.	Builders
58	Atalanta.....	cutter	27	N. Arnold, Esq.	Marshall
1257	Water Witch.....	schooner	20	Capt. H. B. Sandford	
864	Ripple.....	cutter	12	D. Fulton, Esq.	Marshall Wanhill
78	Banba.....	cutter	24	W. I. Doherty, Esq.	
978	Swallow	cutter	18	D. J. Penny, Esq.	

The cutter Cinderella, 15, A Finlay, Esq., was entered for this race, but, in consequence of springing a leak during the passage round from Liverpool, was obliged to run to the Isle of Man.

A start as satisfactory as that of the preceding race was made at 12h. 29m. 24s., and a spirited contest took place for the lead, which Banba succeeded in obtaining at the finish of the first round, with Swallow close at her heels, and the Atalanta within two minutes of them ; the Water Witch and Ripple considerably astern.

During the second round the Swallow overhauled the Banba and took a strong lead, coming in the winner by upwards of twenty minutes. The contest between the Banba and Atalanta for second place was most exciting, and was decided in favour of the former by a minute only. The Ripple slightly improved her position, and the Water Witch did not appear for some time after the others had arrived, therefore was not timed :—

	h. m. s.		h. m. s.
Swallow	7 17 34	Atalanta...	7 32 16
Banba.....	7 31 16	Ripple	7 45 35

The third race was for a purse of 8 sovs. open to yachts and pleasure boats under 10 tons. Time, half-a-minute per ton, once round the former course, a distance of twenty miles. The only craft that started for this were Ripple, 8, T. F. Livingstone, Esq., and Pet, 8, J. Ferguson, Esq. The match was closely contested and the Ripple beat her antagonist by 4m. 10s. The Brenda, 8, D. Mac Iver, Esq., was entered for this race, but was unable to be present, having been detained in the Mersey by stress of weather.

Several rowing matches and a Duck Hunt closed the aquatic sports of the day. After which the members and their friends dined in the Baths Room.

The chair was admirably filled by David Richardson, Esq., Vice-commandore, and J. S. Mills, Esq., Rear-commandore, performed the croupier's duties with great spirit.

After the usual preliminary toasts the Chairman presented the prize of £100 to Mr. Nunn, owner of the Osprey, and in so doing said that it gave

the Club much pleasure to see strangers at their competitions, as besides stirring up emulation and causing the improvement of models, it sometimes happened that without their presence there would be no regatta. It gave him great satisfaction in presenting to Mr. Nunn a prize which had been won so fairly and so cleverly.

Mr. Nunn, in reply, said that the Osprey was the first yacht he had ever owned, it was the first time he had visited Scotland, and the prize was the first regatta prize he had ever won. He would carry back with him to Ireland pleasing reminiscences of the Clyde, and the kindness, urbanity, and hospitality with which he had been received since his arrival in its waters by every one connected with the Royal Northern Yacht Club. (Cheers.)

The Chairman, in handing the purse of £30 to Mr. Penny, owner of the Swallow, said that he was very glad of the opportunity of presenting such a well earned prize to such an enthusiastic yachtsman.

Mr. Penny said that as it was satisfactory that the first prize had been carried off by a stranger, it would excite no great regret that the second had been won by a native. (Cheers and Laughter.) He was glad that his little bird had spread her wings so successfully that day, and he hoped that the morrow's proceedings would terminate as satisfactorily. (Cheers.)

The Chairman, in presenting the prize of £8 to Mr. Livingstone, owner of Ripple, said that it was such small craft that made our yachtsmen.

Mr. Livingstone, in acknowledgment, said that it was not only the first prize he had ever received, but it was the maiden prize of his present vessel, to whose builder, Mr. Fife, Fairlie, all the credit belonged. He trusted that the Club would long continue its present career of unexampled prosperity.

The Croupier gave "The Unsuccessful Strangers," to whom, although they had been unsuccessful, the Club was much indebted for their presence. He coupled the toast with the healths of Mr. Arnold, Atalanta; Captain Atkins, Lurline; and Mr. Graham, Storm; who, in replying, expressed their thanks for the kindness and courtesy they had experienced from the Club.

The Croupier proposed "The Ladies," responded to by Mr. A. S. Schaw.

The Croupier gave in excellent terms the health of James Macnair, Esq., of Auchineck, one of the oldest yachtsmen on Clyde, whose presence on that evening brought back recollections of old times, and was a great compliment to the Club.

Mr. Macnair, in responding, said that in 1833 he built the first iron yacht afloat, the cutter Cyclops, and that about 20 years ago he suggested to the Admiralty the plan of iron-plating ships, which was favourably received by their Lordships.

The Croupier gave the health of "The Secretary, Mr. Murray," stating that his energy and urbanity admirably fitted him for the office, and that great success which had attended the regatta was entirely owing to the trouble which he had bestowed on the arrangements.

Mr. Murray, after expressing his thanks for the compliment paid him, said that the onerous duties of the day had devolved on the stewards, and deserved all the praise.

Capt. Atkins, gave "The Royal Northern Yacht Club," to whose kind hospitality the strangers were so much indebted.

The Croupier who replied in absence of the Chairman, expressed how much the Club was obliged to the attendance of strangers, without whose assistance there would be no regattas, for he was sorry to say that the proper spirit did not exist on the Clyde.

Mr. Paterson proposed "The Strangers," to which Capt. Atkins replied. After a few more toasts, the meeting broke up.

Second Day—The morning of Wednesday broke wild and squally with intermittent showers and sunshine, promising less favourable than the previous day for the success of the aquatic spectacle, especially so far as witnessing the progress of the proceedings was concerned. In the course of the forenoon heavy showers, accompanied by hail, fell at intervals, and the breeze freshened considerably. Throughout the afternoon the wind continued pretty strong from the west-north-west, which sent in a strong swell upon the bay. About eleven o'clock the members of committee and a select party went on board the Commodore's barge, and signals were made for the yachts which had entered for the first race to get ready.

The first prize was for a purse 50 sovs., open to cutters of the Royal Yacht Club of 30 tons and upwards.—Time race. The course as on previous day—to Wemyss Bay, Innellan, thence to Mount Stewart and back to Commodore's flag. Twice round. The following started, *Æolus*, *Glance*, *Osprey*, and *Lurline*.

The *Phosphorus* was entered for this race, and notwithstanding the most strenuous exertions made the damage done on the previous day could not be repaired in so brief a period, and consequently she was prevented joining the above fleet—which was much regretted as she had done so well recently at the Mersey regatta.

A good start with the four took place at 12h. 6m. 30s., they passed the flag-boat nearly together, with a light breeze, thus *Æolus*, first, *Glance* second, *Lurline* third, *Osprey* fourth, but ere the completion of the first round *Osprey* had passed *Lurline* and challenged *Glance* for second place, and at the close of this round the *Æolus* was considerably ahead, but the *Glance* and *Osprey* came in nearly abeam, and when rounding the flag-boat the utmost skill of seamanship was displayed on board of both vessels. The *Glance* weathered the mark first by a second, which was almost as soon cleared by the *Osprey*, as she came round on the starboard tack; both yachts then stood across for the second round. The *Lurline* followed, standing well into the bay through the fleet of yachts at anchor, keeping to windward of the other two.

On the second round, the *Æolus*, having shaken herself clear of her

competitors, continued to widen her distance, carrying her gaff-topsail till she weathered the Kyles, and then stood across for the goal ; arriving as follows :—

	h.	m.	s.		h.	m.	s.
Æolus.....	5	2	32	Glance.....	5	18	4
Osprey	5	7	40	Lurline.....	5	13	58

The second race, for schooners and yawls of 30 tons and upwards. The first prize being a purse of 50 sovereigns; and to the second yacht a handsome saloon compass, presented to the R.N.Y. Club by Mr. Robert Park, philosophical instrument maker, Greenock. Time race. Twice round. The following started :—

Numbered as in Hunt's Yacht List for 1862.

No.	Names of Yachts	Rig	Tons	Owners	Builders
174	Circe	schooner	125	D. Richardson, Esq.	Steele
874	Rowena	schooner	61	J. S. Mills, Esq.	Fife
27	Anita	schooner	47	J. Ballantine, Esq.	Simons

At 12h. 26m. 40s. the starting gun was fired when Anita led, followed by Rowena second. and Circe last. The wind being light at the time, the latter vessel had least chance at the outset, but gradually improved her position as the wind increased. Coming round on the other side, they were caught by a squall, which came darkening down the Kyles, and forced the Circe to strike her topsails, and must have carried away the Rowena's fore-topmast also, for she came past with only the stump of it standing. The three vessels passed the Commodore in the following order at the close of the first round :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Circe.....	3	6	13	Rowena	8	19	36	Anita	3	23	33

During the whole of the second round the Circe, which elicited unqualified admiration as she passed the barge, for her beautiful model, showed immense power, carrying full sail. She came in to the flagboat at 5h. 20m. 24s., followed by the Rowena. The Anita, after rounding the flagboat at Wemyss Bay, carried away the hook of the jib traveller during a severe squall, and the accident caused considerable delay.

Of six yachts entered for the prize of 20 sovereigns for yachts from 8 to 20 tons, only two appeared, the schooner Water Witch, and cu Ripple lost her topmast and gave up, and the schooner walked over course.

In the course of the forenoon, a very spirited pulling match came between the crew of the Phosphorus, in their jolly-boat, and the ward of Larga, with young men from the shore.

They pulled out and back through the heavy swell with great steadiness, and seemed pretty equally matched, which, becoming evident to both, made the contest more keen. The cutter's boat came in, however, by a length or so, gaining the prize of £4.

A similar race, in three four-oared jolly-boats, 20 feet long, was pulled in the course of the afternoon ; but, owing to the agitated state of the bay, no little concern was felt for the result by those on shore as they watched its progress. The young men displayed considerable tact in the management of their boats—"now seen, now lost,"—exerting their strength the while, and at the close the *Juno* of Gourock, came in first, followed by the *Stella*, of Largs—the first receiving the prize of £4, and to the second the committee afterwards granted 10s.

On the whole, during the two days, the weather was very suitable for yachting purposes, and such as called forth the utmost energy and tact of those immediately concerned in their management—making and shortening sail as the wind freshened or lulled. The starts were remarkably good. They were set off with perfect regularity, and apparently to the satisfaction of the yachtsmen, and the good feeling that existed between *Scotch*, *English*, and *Irish*, showed much for a greater gathering of yachts for the year 1863. To all the officers much praise is due, and particularly to the young but promising Secretary, Patrick Murray, Esq., for his untiring exertions.

The *Greenock Advertiser* gives the following ludicrous incident which occurred in connection with the punt chase. Finding that he was about to be caught, the occupant of the punt got on shore, and set off at full speed through the town, pursued by the crew of the chasing boat, several hundreds of the inhabitants joining in the chase. He sought refuge in a public house, and making his escape by the back door, got back to the punt and put out to sea, followed by his would-be captors. The waves were too high for his frail craft, and he again made for the shore and got into his old retreat, pursued as before. The landlord, however, thinking this was too much of a good joke, barred the door against the pursuers; who went on board the commodore and claimed the prize. This being refused, on the ground that the time was up and they had not yet effected their capture; one of the applicants remarked that 'it was a great shame, as they had chased the punt into a grog shop, and the buddy wouldna let them in.' The 'duck' soon made his appearance, having no doubt provided against the effects of wet clothing by a tumbler of his protector's grog, and received the prize.

OCEAN RACE, FROM KINGSTOWN TO CORK.

THIS match took place on the 11th of July, for a beautiful piece of Plate, value £50, presented by the Royal Western Yacht Club of Ireland to the first yacht arriving off the Club House, Queenstown, and on a line with the Red buoy directly opposite. The boats were started as per arrangement at Kingstown by H. H. O'Bryen, the Vice-Commodore of R. W. Y. C. The usual sailing regulations as to port and starboard tacks were observed, and no towing allowed. Stakes, 3d. per ton, to go to second boat. Should a cutter win the first prize, the second prize to go to the first schooner, and *vice versa*. All yachts entered belonged to Royal Yacht Clubs, and each had a member of a R. Y. C. on board.

The following were the entries for the race:—

Numbered as in Hunt's Yacht List for 1862.

No	Names of Yachts	Rig	Tons.	Owners	Builders
780	Osprey.....	cutter	61	E. W. Nunn, Esq.	White
482	Gertrude.....	schooner	60	W. Hayes, Esq.	Wanhill
817	Phosphorus.....	cutter	50	W. Turner, Esq.	Hatcher
64	Avalanche.....	cutter	47	J. Wheeler, Esq.	Wheeler
917	Sibyl.....	cutter	39	Sir J. Arnott, M.P.	Wheeler
7	Æolus.....	cutter	61	C. T. Couper, Esq.	Fife
187	Coolin.....	cutter	35	G. Robinson, Esq.	Wanhill
48	Ariadne.....	schooner	85	G. Higgins, Esq.	Harvey
653	Marina.....	cutter	62	J. C. Morice, Esq.	Ratsey
420	Galatea.....	schooner	131	T. Broadwood, Esq.	Hansen
468	Glance.....	cutter	35	A. Duncan, Esq.	Hatcher
179	Clutha.....	cutter	90	C. J. Tennant, Esq.	Fife
451	Georgiana.....	schooner	130	Capt. Smith-Barry	Camper
324	Eugenia.....	cutter	90	R. Frankland, Esq.	Inman
1279	Wildflower.....	cutter	47	S. Little, Esq.	Fife
573	Kingfisher.....	cutter	90	J. O'Keefe, Esq.	Inman

About ten o'clock all were drawn up at their moorings, opposite the Royal Irish Yacht Club Quay, and twenty minutes after the signal gun was fired, and away they went. A good yachting breeze was blowing from the north-west, which gave them an excellent start, and as they scudded away out of the harbour, dipping their white sails before the wind, the sight was pretty and picturesque from the shore. Avalanche took the lead, Phosphorus second, with Clutha, Sibyl, Æolus, Marina, Osprey, Wildflower, Eugenie and Coolin, a short distance behind. After passing Dalkey, however, the wind began to freshen considerably, the sea to toss in rough foamy billows, which obliged most of them to shorten sail. This changed the relative position of many of the boats, those best calculated for sailing in a strong wind, gaining the advan-

tage. Phosphorus was not long in availing herself of the change of circumstances, and soon gaining on the *Avalanche*, she passed her and took the lead, starting after they had passed Dalkey. Osprey also shot ahead, under the spanking breeze then blowing, and left the *Avalanche* behind, Marina was also pressing closely up to her. The schooners at this time were considerably astern, *Eugenie* having the lead, with the *Galatea* close behind, *Georgiana* and *Kingfisher* following. The leading boats in the race were the *Phosphorus* and *Osprey*, which kept pretty well together for a considerable distance. Off Wicklow *Phosphorus* was leading with the *Osprey* close behind, and they maintained nearly the same position until they arrived off Arklow, but the weather then began to get very thick, and they presently lost sight of each other. The wind, as night advanced, freshened still more, and the sea ran heavily, which rendered it necessary to take in more sail. Besides blowing almost a gale, it frequently changed, sometimes from the west, and then veering round to the south or north-west, and the sea rolling in heavy billows.

Off Wicklow Head the *Eugenie* and *Georgiana* put to sea, fearing no doubt, a too close proximity to the land with such weather ; but the others kept in. *Phosphorus* took in three reefs in the mainsail, two in the foresail, and set a small jib for the night ; but she as well as all the others was rather roughly treated by the boisterous elements, as during the night the sea dashed continually over them, sweeping the decks and drenching the men. *Phosphorus*, which had lost sight of all her competitors, held on her course, and having rounded the Tuskar Lighthouse about two o'clock in the morning, she lay up along the land. *Osprey* it is said, received some damage during the night, some of the gearing of her bowsprit having been carried away. Some of the yachts ran in for shelter when the storm became very heavy, but the *Phosphorus*, *Osprey* and others held on, battling manfully with the gale during the darkness of the night.

Towards morning the wind moderated a little, but the atmosphere continued thick and hazy, so that it was extremely difficult to distinguish objects at any distance. At daybreak the *Phosphorus* passed the *Saltea*, and the yacht next in her wake at that time, but far astern, was the schooner *Eugenie*, which had taken the lead of the others when passing the Tuskar, and held it up to that time. She had left the *Galatea* three miles to leeward opposite the Tuskar, and two other yachts, whose names, owing to the mist, could not be made out—about two miles to windward. When off the Conybegs, however, the *Galatea* again passed *Eugenie* and took the lead of the schooners, which she retained for the

remainder of the contest. Eugenie shortened sail a little while before, in anticipation of another gale, and thus allowed the Galatea the chance of passing her, and coming in the leading schooner; a triumph, which the owner of the Eugenia had calculated upon with great certainty for some time before. The Phosphorus after some beating about, owing to the changes in the wind, finally got a favourable breeze which took her on at a gallant rate towards the harbour.

Late on Saturday night she was signalled $2\frac{1}{2}$ miles East of Roche's Point, and having ran in quickly from that she rounded the Spit buoy, and arrived opposite the Royal Western Yacht Club House at half-past 10, having made the run from Dublin, in 36 hours and 10 minutes, in very rough weather, with a chopping sea and changeable wind. Being the first in, she was of course declared the winner of the cup, valued at £50. No others of the yachts arrived on Saturday night. The next cutter that arrived was the Clutha, at 5h. 25m. on Sunday morning; and the first schooner was the Galatea, at 7h. 45m. : she being by the terms of the race entitled to the stakes.

The Avalanche, Osprey, Æolus, and Eugenie arrived between 11 and 12 o'clock, and many of the others dropping in from time to time during the day. The Phosphorus was sailed on the voyage down, by Mr. James Seymour of Queenstown, who came in her at the request of the owner, Mr. Turner.

ROYAL HARWICH YACHT CLUB REGATTA.

AFTER a cessation of amusements for about two years, this Club has by the introduction of active officers and committee, been able once more to raise itself from the obscurity into which it had fallen; it now appears to be in a good position, and will no doubt, again take a leading part in the pleasure navy. One great point in its favour is the acceptance of the Commodoreship by the Right Hon. Lord Rendlesham, who in order to maintain that post, has caused to be built a splendid schooner—the Egidia.

The regatta came off on Thursday, 3rd July, when upwards of twenty yachts, many of heavy tonnage, were present, independent of those named in the matches. In addition to these there was a complete flotilla of stone boats at anchor, whilst steamers from Ipswich, crowded with passengers, ran through the almost innumerable craft to discharge their living cargo, and the old Pembroke, towering far above all others, seemed silently yet proudly to assert her superiority and greatness.

The Scout, which is admirably adapted to the requirements of a

mittee boat, had on board in addition to her commandant and crew, Captain and Mrs. Cholmondley, Lieut. Bowness, and the following members of the sailing committee.—P. Bruff, C. S. Owen, B. P. Goodson, W. Bruff, P. Daniell, and J. Mann, Esqrs. ; Messrs. W. Groom, C. S. Barnes, and G. Hardy. Shortly after the races had commenced, the noble Commodore came on board, and was received with three cheers ; his stay, however, was very brief, for he immediately afterwards repaired on board the *Egidia*, and left for town early in the afternoon. Almost at the same time the *Prince* steamer passed under the bows of the cutter, having on board the Directors of the Eastern Counties Railway and a select party of friends, including the Mayor and Town Clerk of Colchester, the Mayor of Ipswich, &c., &c., who proceeded on a trip to sea. The object of the visit (as was understood) having reference to the possibility of re-establishing Harwich as a Packet station and port of communication with the North of Europe—an impression to which the observations made by the Chairman of the Board at the dinner in the evening certainly gave some colour of probability.

The sports of the day commenced with the sailing matches, which were started at short intervals, and were consequently all in progress at the same time, but the incidents of each will be best understood by their being described separately ; it is also desirable to state at the outset that the Revenue Cutter *Scout* was kindly placed at the disposal of the Sailing Committee as a starting station, and was moored for that purpose in about the centre of the harbour, every necessary assistance being rendered to the committee by the Commander, Mr. Nash, and the other officers and crew, as well as the most considerate attention towards the visitors in protecting them from the weather, and otherwise contributing to their comfort.

The course for yachts in the first three matches was that usually sailed. Starting from the Committee's boat, the course lay between Landguard Point and a buoy off Beach End ; thence round the Cork Light vessel past a mark boat at the Stone Bench and up the River Stour to Waterhouse Creek, returning to the buoys from which they started. Twice round, and for stone dredgers the same course once round. For small yachts the course was a much shorter one.

The first match was for a fifty-guinea silver cup, presented by the noble Commodore of the Club, Lord Rendlesham, to be sailed for by yachts of 15 tons and upwards, of any rig, belonging to gentlemen resident in the counties of Essex, Suffolk, or Norfolk. There were three entries, viz :—

Numbered as in Hunt's Yacht List for 1862.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
615	Little Yankee	schooner	15	Capt. Cholmondeley	Halliday
832	Queen	cutter	25	Capt. Whitbread	Wanhill
1063	Violet	schooner	34	J. R. Kirby, Esq.	Aldous

Precisely at 11h. 45m. the gun was fired for starting, and the Little Yankee, who had the weather gauge, adjusted her sails and was first fairly off, but it was soon apparent that her favourable position could not long be maintained, for both the Queen and the Violet gradually crept up and passed her, and from that moment her chance of winning was lost, unless some portion of her opponents' rigging happened to be carried away, for which the breeze was insufficient. On coming in from sea the first time, the yachts stood in the following order :—

	h. m. s.		h. m. s.		h. m. s.
Queen.....	1 34 30	Violet.....	1 35 0	Little Yankee....	1 47 30

Up to this but a slight difference was between the two headmost vessels, but the Yankee's chance seemed thus early to have been extinguished, however she kept gallantly on, and persevered until after the completion of the first round which was timed thus:—

	h. m. s.		h. m. s.		h. m. s.
Queen.....	2 15 0	Violet	2 17 45	Little Yankee ...	2 35 30

The two former were yet in close contest, but the Little Yankee having gone so much in the rear prudently resigned the contest. The rain which had been long threatening now began in earnest, and consequently the wind considerably abated, which had a powerful effect on the Violet, and in the Stour was supposed to have given up the match by lowering a portion of her sails, but she was doubtful, for on the Queen rounding the Waterhouse Creek station she touched the mark boat, and also on coming in she fouled the Scout by carrying away her pennant, which the Violet protested against, claiming the Cup under the eleventh rule:—"That should any vessel in her course touch any mark boat or vessel, she will forfeit all claim to the prize." The rejoinder to this was that the Violet had given up the match previous to the fouling; and the question was reserved for the consideration of the Committee, who subsequently decided that the Queen was entitled to the prize. The race was finished at 5h. 35m.

Whilst this match was proceeding, the vessels of larger tonnage took their stations to compete for a seventy guinea Gold Cup, presented by the Hon. R. T. Rowley, and Captain Jervis, the Members for the borough. This was looked upon as the crack match of the day, and

progress was watched with considerable interest, inasmuch as the competitors included some of the fastest yachts afloat.

The following were the entries:—

Numbered as in Hunt's Yacht List for 1862.

No.	Names of Yachts	Rig	Tons	Owners	Builders
317	Emmet	cutter	32	W. W. Hay, Esq.	Wanhill
59	Audax	cutter	59	J. H. Johnson, Esq.	Harvey
31	Amber Witch	yawl	51	H. H. Bacon, Esq.	Wanhill
657	Mars	cutter	37	G. Haines, Esq.	White
209	Cyclone	cutter	45	J. Field, Esq.	Patterson
178	Clio	cutter	43	J. Dumas, Esq.	Wanhill

A beautiful start was effected at 12h. 3m. and was one of the prettiest sights ever witnessed here; the six jibs were as simultaneously hoisted as if they had been worked by one piece of machinery. Cyclone took the lead, followed by Emmet second, Audax third, Clio fourth, Mars fifth, and Amber Witch sixth. Audax although rather slow at first soon began to overhaul the two leading vessels, the Amber Witch also followed her example. The Emmet on the return was passed by her competitors, and the first round finished thus:—

	h. m. s.		h. m. s.		h. m. s.
Audax.....	2 17 0	Cyclone.....	2 30 0	Mars	2 32 30
Amber Witch...	2 27 30	Clio.....	2 31 5	Emmet	2 33 0

In the second round of the course Audax continued to increase her distance, which in a great measure was owing to an accident the Amber Witch met with in carrying away her backstay, or it was anticipated the former had met a most formidable rival, which was acknowledged to be the finest yawl ever seen in Harwich harbour.

The race was finished thus:—

	h. m. s.		h. m. s.		h. m. s.
Audax.....	5 12 0	Cyclone	5 59 0	Clio	6 20 0
Amber Witch...	5 50 0	Mars.....	6 4 0	Emmet not timed.	

Audax was consequently declared the winner.

The next prize offered was of the value of 30 sovs., for which five entered, but only the following three came to their moorings:—

No.	Names of Yachts	Rig	Tons	Owners	Builders
90	Bessie.....	cutter	8	J. H. Hedge, Esq.	Harvey
67	Avalon	cutter	38	J. Goodson, Esq.	Harvey
1094	Little Violet	schooner	15	P. Bennett, Esq.	Aldous

Every thing being ready great disappointment was felt by the Com-

mittee at the refusal of Mr. Hedge to start, in which transaction Mr. Harvey, who was on board the *Bessie* took rather too prominent a part, by throwing the Club flags on board the Committee steamer.

Let us look at the reason assigned for not starting with an impartial eye—certain gentlemen enter their yachts for the purpose of supporting and encouraging aquatic sports in a club, which has of late years been rather deficient of such amusements. Three yachts are required by the regulations to compete for a prize—one of them is larger than the other two, which fact the owners of the lesser craft are aware of—the entries being made on the evening previous to the day of sailing, yet no objection is made until after the owner of the larger vessel has incurred the expense of additional hands, and all three vessels at their moorings, and *on the point of starting*, when the plea of the disparity of tonnage is put forth. Is it just we would ask to allow matters to come to this? "Assuredly not"! every racing man would answer.

Well, in the present case such was the fact, and J. Goodson, Esq. owner of the *Avalon* very naturally felt he had been unjustly and ungentlemanly treated. He went on board the steamer and exonerated the Committee from all blame, but he considered the conduct of Messrs. Hedge and Harvey should be taken into consideration by the Club, of which they are members. Mr. Goodson then went on board the *Avalon* and sailed the course.

The fourth match could not be made up, for although there were five entries, only the *Haidee*, 8 tons, Capt. H. Berners came to her station. The Committee, therefore, offered the prize, value 10 sovs., for a match between her and the *Little Violet*, which was won by the former.

A smack race followed for a purse of 10 sovs., (in three prizes,) presented by Sir G. Brooke Middleton, Bart., five started, *Tripping* won £5, *Paragon* £3, and *Edith* £2, beating *Triumph* and *Margaret*.

There was a dinner in the evening at the *White Hart Inn*, which was well attended. Our space prevents us entering into particulars.

Since the regatta the following letter has appeared in *Bell's Life*, a copy of which with the accompanying documents have been forwarded to us:—

"32, *Kensington Gardens-square, W.*

"MR. EDITOR.—I have read with attention your account of the *Harv* Regatta of July 3, and find it, except in one particular, distinguished by your usual accuracy, and which entitles you to the best thanks of all sportsmen. The point to which I allude is in reference to the 30 guinea prize the account of which it is stated:—'But from some dispute between owner of the *Avalon* (Mr. Goodson) and the *Bessie* (Mr. Hedge) the a"

came to nothing, and the prize was not awarded.' Of Mr. Hedge I know nothing, but I understand that Mr. T. Harvey, jun., was on board the *Bessie*, and the *Essex Standard*, in its account of the regatta, states that it was at his suggestion that the other yachts withdrew. This statement of the *Standard* was corroborated by the committee. As to Mr. T. Harvey, jun., a little yachting incident occurred a few years ago which he seems to nurse as an old grudge ready to actuate him to do any disservice to myself. The incident to which I refer was this. At a match in Harwich harbour (four years ago, I think) the *Avalon* wended on Mr. Harvey's yacht's weather, which, of course, was perfectly fair and justifiable. This is his grievance; and this, combined with the state of the weather on the regatta day on July 3, being unfavourable for the *Bessie*, must have induced him to urge his friend Mr. Hedge to withdraw from the match. If the weather had been more favourable to his yacht than my own, I have no doubt I should have found him ready to compete for the prize. Having not only entered but gone to the station, I should (had the chances even been against me in consequence of unfavourable weather) have considered myself as a gentleman bound in honour to start, and not to have allowed such a cause to induce me to withdraw from the contest, which appears to me to be a most discreditable proceeding. To me, as far as the prize is concerned, the thing is a matter of utter indifference, but in all sports a fair and honourable spirit should be shown and acted upon; and every committee who manage regatta affairs should ever be ready to discourage and visit with their reprobation such conduct, and encourage a fair and honourable course of proceeding.

The committee in this case condemn the conduct of those who intended to be my competitors, and yet, notwithstanding the ample powers they reserve to themselves, do not award to me the prize, against whom they can have no ground of complaint whatever. I need not tell you that every preparation for match sailing is attended with more or less of expense, and on this ground, as well as for the sake of encouraging fair play, and visiting with reprobation what the committee themselves considered as shameful conduct, the prize should have been awarded to myself.

"Yours, &c,

"JAMES GOODSON."

The Committee, to whom great praise is due for their zealous and earnest endeavours to resuscitate the Club, and in which they will have their hearty co-operation of every one who desires its welfare, having met for the purpose of investigating this unpleasant affair, passed the following resolution.

"*Regatta Committee Room,*

"12h. p.m., July 3rd, 1862.

THE Regatta Committee before separating cannot but express their great regret at the failure of their published programme for 3rd and 4th matches, from circumstances which they consider objectionable and subversive of fair sport and the interests of the club on the part of Mr. Harvey, and that Mr. Goodson had reasonable grounds of complaint; whereupon it was resolved

that the Secretary be requested to write to Mr. Harvey with a copy of the foregoing resolution, and also for an explanation of the proceedings of Mr. Harvey at the regatta this day in throwing the club flags on the committee vessel, and in the event of his declining to give a satisfactory explanation that he be requested to send in his resignation as a member of the club.

"Harwich, 19th July, 1862.

"MY DEAR SIR.—The Committee of the Harwich Yacht Club, at their meeting on Thursday evening last, (which was the earliest time after the Regatta they could be assembled,) had under their consideration the conduct of Mr. Hedge and Mr. Harvey on the day of the Regatta, and directed a copy of the minute of the Regatta Committee to be sent to Mr. Harvey; (a letter of explanation from Mr. Hedge having rendered it unnecessary to send him a copy of the minute). The Committee consider that it would be but right to convey to Mr. Goodson an expression of regret at the failure of the match in which his yacht was to have taken a part, and to tender to him the expenses of the day in connection with the Regatta.

"The Committee will be glad if you will see Mr. Goodson and communicate their decision to him, thinking he will see that they have done all which lies in their power to remedy this vexatious disappointment, and that he will readily comply with their wish to do them justice in *Bell's Life*.

"I enclose a copy of Mr. Hedge's letter which you can show to Mr. Goodson if you think proper.

"I am yours very truly,

"C. S. OWEN,

"Hon. Sec."

"P. Bruff, Esq."

"Ipswich, July 5th, 1862.

"MY DEAR SIR,—Referring to the proceedings at Harwich Regatta on Thursday, and to the failure of the third match, for which I had entered the Bessie, I take the earliest opportunity which business has permitted, to consider the whole subject; and now address you for the purpose of expressing my regret that under the excitement of the moment I should have allowed myself in any way to mar the proceedings of the day by withdrawing her from the match; allow me to assure you that the after occurrences took place without consideration, nothing in fact was further from my intentions than to act adversely to the committee, or to show disrespect to its members, who had an onerous duty to perform, which I have no doubt they discharged to the interest of the club and with perfect impartiality. Be so good as to apprise the committee of this at the earliest opportunity.

"I am, &c.,

"JOHN HENRY HEDGE."

"To C. S. Owen, Esq., Sec. R.H.Y.C."

"Harwich, 27th, July, 1862

"MY DEAR SIR.—I enclose copies of the resolutions of the Regatta Committee and Club Committee relative to the conduct of Mr. Harvey; I enclose a letter from Mr. Harvey, which I received on the 24th.

"I find you saw Mr. Daniels last evening, and that he communicated to you what passed between him, Mr. Mann, and myself. After some further conversation with him, and Mr. Mann last night we all agreed that it would be better to leave the settlement of the question with Mr. Goodson entirely in your hands, and that whatever you did we in Committee would support.

"Mr. Harvey's letter is as little satisfactory as it is possible to be.

"I am, faithfully yours,

"C. S. OWEN,

"Hon. Sec."

"P. Bruff, Esq."

"Ipswich, July 23rd, 1862.

"SIR,—I duly received yours of the 18th instant, enclosing resolution of the committee of the Royal Harwich Yacht Club. The first part I must say I cannot understand, as I was only sailing as a friend on board the yacht; the latter part in reference to the flags, I confess they were thrown on board the committee vessel by me, in the excitement of the moment, and had I considered the matter at all it would not have occurred, trusting this will be sufficient explanation.

"I am, Sir, &c.,

"THOMAS HARVEY, JUNR"

"To C. S. Owen, Esq."

Mr. Bruff the chairman, having by the foregoing letters from Mr. Owen, the Hon.-Sec., been authorised to consult the wishes of Mr. Goodson, has resolved to present that gentleman with a piece of plate towards the expenses which he had been put to. Thus our readers have the whole affair before them, and without any further comment on our part, can draw their own conclusions.

SOUTHAMPTON WEST QUAY AMATEUR REGATTA.

THIS event was announced for Monday, July 7, but, owing to the weather, the committee judiciously postponed it until the following day, Tuesday. The day was fine, and there was a fresh breeze from the W.S.W. The L. and S. W. Steam navigation Company placed one of their boats, the *Wonder*, Capt. Clements, at the disposal of the committee. The steamer was moored to the northward and westward of the pier, and on board was a numerous company throughout the day. The regatta was under the patronage of the Mayor, Mr. Frederick Perkins, Commodore of the club, and to the exertions of Messrs. Stockham, Obree, and a good working committee the inhabitants and public in general are indebted for the success which attended the proceedings.

First Race, for a purse of £20, for yachts not exceeding 12 tons, time race, one minute per ton; entrance £1; course, from the station steamer round a flagboat off Cracknore Hard, thence round H.M. ship *Dauntless*, moored off Netley Hospital, thence round a flagboat off Dean's Buoy, returning back to the *Dauntless* and station vessel; three times round. The following is a list of the competitors:—

Numbered as in *Hunt's Universal Yacht List for 1862.*

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
839	Quiver.....	cutter	12	Capt. Chamberlayne	Chamberlyne
406	Folly.....	cutter	12	W. S. Parry, Esq.	Payne
265	Don Juan.....	cutter	10	W. Cooper, Esq.	Hatcher

At 11h. 43m. the gun was fired, and a beautiful start was effected. Quiver was the first to get away, thus taking the lead, which she kept until rounding the first mark vessel; the Folly, however, overhauled her, and now took the lead. In going down the river the Quiver appeared to recover at times her lost position, but the Folly maintained the lead, and kept it for about two rounds and a half of the course. As the day advanced the wind became puffy. Off the mouth of the Itchen the Quiver passed the Folly, and kept the first position the remainder of the course. In this round, when off Cracknore Hard, Folly jibed round, and as the boom came over the tiller broke, which caused her to luff up in the wind, the Quiver being so close to her was compelled to luff up also. Penny, who sailed the Folly, managed to ship another tiller, and got away from the Quiver almost half a cable's length, when the Quiver again overhauled and passed her to leeward, and kept the lead to the finish. The little Don Juan was out of time on the first round. The following is the time in which they severally passed the station vessel each round :—

	FIRST ROUND.			SECOND ROUND.			THIRD ROUND.		
	h.	m.	s.	h.	m.	s.	h.	m.	s.
Quiver	12	53	30	1	52	30	2	49	45
Folly	12	53	0	1	53	30	2	50	40
Don Juan	12	55	30	1	56	30	2	56	30

The Quiver was declared the winner amid great cheering; we are informed she was built this season by Mr. Chamberlayne, expressly to contend with the celebrated cracks—Folly and Don Juan, and on this occasion she successfully achieved the triumph so ardently wished for. In the Thames Yacht Club match when she made her *debut* she was beaten considerably by Folly, but it was stated she was not in proper trim. We hope they will at least have one more trial before the end of this season, as it would be impolitic to form an opinion at present.

Second Match, for a purse of £6; first boat £3, second £2, third £1; time race of one and a half minute per foot; the boats manned by amateurs. The following entered and were started at 1h. 10m. and a very exciting race followed, the course being somewhat shorter than the former, and the following shows the time in which the final round was effected :—Squall, 23m. 51s.; Novice, 3h. 31m. 0s.; Hit or Miss 3h. 32m. 20s. The latter took the second prize by allowance in time.

Third Match, a prize of £11, for sailing boats 23ft and under; time race one minute per foot; first boat £5, second £3, third £2, fourth £1. The following entered and started—Amateur, Crosshouse, Frolic, and Lizzie

The Amateur was the winner of the first prize, and the Frolic gained the second by time. The Amateur was a winner last year, and is supposed to be the fastest boat of her class in these waters. Several excellent rowing matches concluded the sports.

NORFOLK AND SUFFOLK YACHT CLUB MATCHES.

THIS was the second meeting this season, and right merrily was it carried out. That noble sheet of water Wroxham Broad, was studded on Thursday the 10th July, by the principal part of the fleet belonging to the club. The weather was pretty fine, with a pleasant breeze from W.S.W.

The first match was for a prize of 12*l*. and the entries were the Red Rover, cutter, 15 tons, S. Nightingale, Esq.; Wanderer, cutter, 14 tons, J. L. Barker, Esq.; and Bittern, cutter, 7 tons, J. B. Morgan, Esq.

This was a time race, half-a-minute a ton allowed. The course, which was marked by buoys laid down at various points of the Broad, extended over about two miles and a half, and as it was traversed four times, the distance sailed was altogether 10 miles. It may be desirable to observe with regard to the Red Rover, that her tonnage has been hitherto assumed to be 14 tons, but on her being re-measured, it was found that she approximated nearer to 15 than 14 tons, and she will consequently be classed in future at the higher standard. The start was effected at 12h. 26m. 2s., the Red Rover drew slightly ahead at first. It was soon evident, however, that the Wanderer, although from the freshness of the breeze she did not carry her topsail, would prove a sharp competitor, and from the first she kept close in the Rover's wake. In observing that the Wanderer did not carry a topsail, we should add that her mainsail is very large, and that she consequently presented a considerable surface of canvas to the action of the breeze. It was thought at first that the Phoenix would also appear in the match, but she did not do so. The contest lay wholly between the Wanderer and the Red Rover, the Bittern soon falling far astern. The first round of 2½ miles was, as will be seen by the annexed return of the time, completed in about 15 minutes:—Red Rover, 12h. 41m. 21s.; Wanderer, 12h. 41. 45s.; Bittern, 12h. 45m. 55s.

In the second round, as the Red Rover was turning one of the buoys on the west side of the Broad, she was overhauled by the Wanderer, which throughout kept the lead. The second round closed as follows:—Wanderer, 12h. 59m. 8s.; Red Rover, 1h. 0m. 11s.

The Bittern was not timed, having retired before completing the round. The Wanderer had at this point an advantage of 1 min 3sec, or 1 min 33 sec. taking into account the allowance of 30sec. to which she was entitled for difference of tonnage. In the third round she gained 13sec. more, but the vigour and skill with which the Red Rover maintained the contest, proved how keenly the match was still sustained. The yachts were timed as under, on completing their third round:—Wanderer, 1h. 16m. 22s.; Red Rover 1h. 17m. 38s.

The wind had fallen slightly, and the yachts did not make such good way as before, although their speed still approached 10 miles an hour. In the final round the Wanderer went very considerably ahead, as will be seen from the return of the time at the close. She of course received the prize :—Wanderer, 1h 33m. 25s. ; Red Rover, 1h. 36m. 0s.

The second match was a 10l. handicap, the yachts being handicapped according to their previous performances. Thus, although they started even, they were rated at nominal tonnages, the Red Rover being set down at 20 tons, and the Wanderer at 17 tons, while the other entries—the Enchantress, H. P. Green ; the Vampire, W. S. Everett ; and the Bittern, J. B. Morgan were only rated at 14 tons, 12 tons, and 8 tons respectively. The course sailed was precisely the same as in the preceding match, and a good start was effected at 2h. 48m. 30s. It was soon evident that the Wanderer and the Red Rover would be the only real competitors. The wind had fallen considerably, and the yachts made consequently less rapid way ; nevertheless, it will be seen that the ten miles were gone over in about 72 minutes by the winner. The Bittern was the only yacht which carried a topsail, the Enchantress and Vampire being indeed latteen rigged. The first round resulted as follows :—Wanderer, 3h. 4m. 40s. ; Red Rover, 3h. 6m. 43s. ; Bittern, 3h. 7m. 16s. ; Vampire, 3h. 7m. 45s. ; Enchantress, 3h. 8m. 10s.

The considerable excess of tonnage attributed to the Red Rover. shows the favour with which she has hitherto been regarded ; nevertheless she could make no head against the Wanderer, which seemed more at home on the Broad than she was on the Yare at Cantley, and proved quite irresistible, although at this point she had not quite covered the allowance to be made to the Bittern. In the second round she fully accomplished this, and more than doubled the distance from the Red Rover. The buoy was rounded as under :—Wanderer, 3h. 22m. 24s. ; Red Rover, 3h. 26m. 30s. ; Bittern, 3h. 28m. 26s. ; Vampire, 3h. 29m. 40s. ; Enchantress, 3h. 30m. 24s.

The third round resulted more to the advantage of the Wanderer, and was not completed by the Vampire, which retired. The time was recorded thus :—Wanderer, 3h. 40m. 12s. ; Red Rover, 3h. 45m. 66s. ; Bittern, 3h. 49m. 47s. ; Enchantress, 3h. 51m. 20s.

In the final round, the Wanderer went ahead immensely, and Mr. Barber, her owner, who, of course, received the prize, proved himself quite the hero of the day. The time was noted as under.—Wanderer, 4h. 0m. 22s. ; Red Rover, 4h. 9m. 10s. ; Bittern, 4h. 13m. 18s. ; Enchantress, 4h. 14m. 0s.

The Enchantress, which slightly improved her position it will be seen in the last round, has again challenged the Wanderer in reference to the Challenge Cup, which the latter at present holds. The match was to come off over the same course on Friday, July 11, in accordance with the club rules, which provides that the Cup shall be sailed off on the days succeeding the Cantley, Lowestoft, Yarmouth, or Oulton Regattas.

The whole affair came off with much satisfaction to all parties, we really are much gratified to find that the river boats still keep up the good old custom, which we mixed in half a century ago in the Yare.

Mr. J. L. Barker, of the Wanderer, having been challenged to a competition for the challenge cup of this club by Mr. H. P. Green of the Enchantress, the match came off on Friday, July 11th, on Wroxham Broad. The result of the match was to leave matters as they were, the Wanderer retaining the cup. The contest was animated and well sustained, the Enchantress leading at first, and coming in four seconds ahead of the Wanderer at the end of the first round. In the second round, however, the Wanderer recovered her disadvantage, and was not afterwards headed, gradually increasing her lead until the close, when she was 9m. 50s. in advance. It must be considered highly creditable to the Wanderer that she should have won three matches in two consecutive days. Her spirited owner may, however be again challenged.

IRISH MODEL YACHT CLUB MATCHES.

THE yachts of this Club being of light tonnage, and it having been established for the purpose of its members obtaining a thorough knowledge of working and handling a yacht, a rule is established that in all matches, the crew (with the exception of one paid hand who is not to touch the tiller) shall consist of members of the Club, or of a royal Club, or their sons. This is an exceeding good plan for by its adoption first rate seamanship may be learnt, and the tyro be qualified for a larger craft.

The match for the third class came off on Wednesday, June 25th, weather fine and water smooth. At 2 p.m., the following cutters took up their stations in a line across the harbour, Blue Bell, 9 tons; Sting, 9 tons; Flirt, 8 tons; and Electric 8 tons.

At about a quarter to three the starting-gun was fired, and all got away from their springs cleverly, the Electric leading out. The wind being about S. by E., the course to the South Burford was a full and by, but in consequence of the ebb tide all hauled their wind. The Electric continued to increase her lead, the Blue Bell also drew away from the Flirt, while the Sting dropped astern. All had topsails set, with the exception of the Flirt, which being shorthanded had not time to set hers before the start. The Electric rounded the South Burford buoy about 2min. before the Blue Bell, and about 2½min. before the Flirt, which now sent up her balloon topsail, and raced past the Blue Bell to the North Burford. The Electric also sent up her balloon jib. Here the Sting began to gain on the Blue Bell. All jibed round the North Burford buoy at short intervals after one another, and away to the East Bar buoy, with a fresh breeze on the beam. Here the Sting passed the Blue Bell. On rounding the East Bar buoy the Flirt lowered her topsail, and the Electric shifted jibs. After passing the South Bar buoy the latter went about, beating for the harbour, but the Flirt judiciously held on in towards Monkstown, and when she met the Electric she passed about thirty yards to windward of her. The Sting, by good handling, also pulled up considerably, and when off the harbour's mouth, the three being close together, made a very exciting race. The Flirt

however, managed to steal away from the others, and rounded the revenue cutter Wellington (the flagboat) at 5h. 46m. The Electric rounded at 5h. 49m., the Sting a few minutes.

The Flirt (the winner) belongs to Mr. Walter Boyd, and was manned by Messrs. Henry Crawford and Arthur Orpen. The Electric is the property of Mr. Robert Casey.

On Saturday, June 28th, the yachts of the second class from 10 to 15 tons came off. At two o'clock the preparatory gun was fired, and the following yachts took up their stations at the entrance of the harbour:—The Pet, 12 tons, Lieut-Colonel Rutledge; Virago, 10½ tons, Capt Byrne; and the Dove, 12 tons, Mr. J. D. Keogh. Owing to some mistake the Dove did not take up her position until after the gun for starting had been fired, but the other two boats remained on their springs until she had come up and dropped her anchor.

At 2h. 15m. the three boats started, Pet being to windward, the Virago to leeward of her, and the Dove farthest to leeward. It was expected that the Magnet would have started, but owing to the prevalence of westerly winds she was unable to arrive in time from the Mersey, where she had gone in search of fresh laurels. The wind was light from the N.W. by W., and at times it fell altogether and left the boats becalmed.

At the start the Virago got away first, and had a good lead, the Dove next, and the Pet last. The Pet soon set her balloon topsail, and began to overhaul the Dove, and a pretty sailing match between the two took place.

After a while the Dove ran astern of and to windward of the Pet, and in that position they all steered for the South Burford buoy. When about a mile and a half from it the wind fell altogether, and there was a regular drifting match, the ebb tide taking all three to the southward for an hour. At 4h. 30m. a light air was felt creeping up from S.E., and the Virago, which had drifted about a quarter of a mile to the south of the other two, catching it first, went bowling along with free sheets to the buoy, which she rounded at 3m. 59. 30s., the Pet at 4h. 1m. 30s., and the Dove at 4h. 3m.

In the same order they rounded the North Burford the Virago at 4h. 19m., the Pet at 4h. 22m. 30s., and the Dove at 4h. 23m. 15s.

On rounding the North Burford they all jibed, and stood for the East Bar buoy, and a very exciting race took place, the Pet gaining on the Virago, the Dove a good way astern. Before coming to the East Bar buoy they all took in their balloon and set their working jibs. They rounded the East Bar buoy—Virago 4h. 58m., Pet 4h. 58m 30s, Dove 5h. 1m. 45s.

Between the bar buoys the wind fell, and then shifted to the N.W., as it had been in the earlier part of the day. The Dove kept the wind and gained a good deal of the ground she had lost, being close to the Pet between the bar boys. The Virago rounded the South Bar buoy at 5h. 15m., Pet at 5h. 16m. 15s., and the Dove at 5h. 17m. They rounded the flagab; Virago 5h. 45m., Pet 5h. 48m., and Dove 5h. 21m, the Virago being the winner. She won the same race last year.

The three boats were steered by their respective owners.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A meeting of the institution was held on the 3rd July, at its house, John-street, Adelphi, Thomas Chapman, Esq., F.R.S., in the chair. There were also present Captain Sir Edward Perrott, Bart.; Admiral Sir Geo. Sartorius, Montague Gore, Esq., Admiral Gordon, Alexander Boetsfeur, Esq., Admiral Cator, Captain De St. Croix, and R. Lewis, Esq., secretary. The minutes of the preceding meeting having been read,

A reward of 6*l*. was voted to pay the expenses of the institution's lifeboat stationed at Polkerries near Fowey, Cornwall, for putting off and saving in a heavy gale of wind and under very adverse circumstances, the Danish schooner Sylphiden, of Nakskov, and her crew of seven men. Mr. Stabb, R.N., chief officer of coastguard, had gone off in the life-boat, and it was reported that much of the success of this valuable service was owing to his highly meretorious conduct and seamanship. The institution voted to Mr. Stabb its thanks inscribed on vellum.

The Whitburn lifeboat of the institution had recently saved from destruction during a gale of wind and heavy surf, four fishing cibles and their crews, consisting of twelve men. The lifeboat is called the "Thomas Wilson," after one of the benevolent founders of this truly important and national institution, whose operations seem to be attracting the admiration of all the nations of the world. Payments were also made to the crews of the life-boats of the society stationed at Eastbourne, Portrush, and Kingagate, for services offered to shipwrecked vessels.

The silver medal of the institution was voted to James Gough, fisherman, and John Donovan, chief boatman of the Coast Guard, with 2*l* to the latter, in testimony of their daring conduct in swimming off through a heavy surf, and at great risk of life assisting to rescue 24 men belonging to the ship *Queen of Commerce*, of Liverpool, which was some time since wrecked near *Tramore Bay*. It appeared that the ship had struck on a rock about fifty yards from a cliff, which being observed from the shore by Gough, he, closely followed by Donovan, swam out to the rock, over which the sea was constantly breaking. They got hold of a life-buoy, which had been thrown from the ship with a line fast to it, by which means they succeeded in getting a hawser from the vessel to the shore. By this time they had received plenty of help from persons on the shore, and thus the whole of the vessel's crew of 23 men and a pilot fortunately reached the shore in safety.

A reward of 2*l*. was also voted to an Irish fisherman named Peter Connor, in testimony of his daring conduct in rushing into the surf and rescuing, at great risk of life, the master of the schooner *Fairy*, which, during a gale of wind on the 11th ult., had foundered near the *Tuskar Light*, on the Irish Coast. The crew had taken to the vessel's boat, which on attempting to reach the shore was upset in the surf; two of the crew managed to reach the land, and the master who was apparently without life, was rescued by the intrepidity of Connor, but the fourth man unhappily perished. These poor

Irish fishermen are always ready on their bleak inhospitable coast to risk their lives to rescue the shipwrecked sailor, knowing full well that their self-denying acts will not go unrewarded by the National Lifeboat Institution.

Mrs. E. Hope had, as executrix of her late husband, the Rev. F. W. Hope, paid the institution 340*l.* to establish a new lifeboat and transporting carriage at Appledore, Devon. A benevolent lady, residing at Leith, had forwarded to the institution a liberal donation of 100*l.* The society decided to place a lifeboat, as early as practicable, at Tynemouth, on the Northumberland coast; the cost, 250*l.*, of this boat had been presented to the institution by G. J. Fenwick, Esq. A lifeboat was also decided to be placed at New Brighton, near Liverpool.

It was stated that Colchester, emulating the laudable example of Ipswich, had decided to collect the cost of a lifeboat, and that sermons were to be preached in all the churches and chapels of that town on the 21st instant, in aid of that benevolent object.

Several lifeboat houses are to be built for the institution on various parts of the coast, at a cost of 1,500*l.* One of them at Brantton, North Devon, is to be built on piles on the sand, and will, in consequence, be of a very expensive character, the sum required for its erection being nearly 250*l.*

Payments, amounting to 360*l.*, having been made on various lifeboat establishments, the proceedings terminated.

REGATTAS AND MATCHES.

Aug. 5.—Lowestoft Regatta.

6.—Royal Yacht Squadron—Her Majesty's Cup.

6.—Prince of Wales Yacht Club Match

7.—Norfolk and Suffolk Yacht Club Sailing Match at Oulton

9.—Clyde Model Yacht Club Challenge Cup at Rothesay.

9.—Irish Model Yacht Club—Captain's prize.

12, 13.—Royal Victoria Yacht Club Regatta

14.—Hastings Regatta.

15.—Royal Welsh Yacht Club Regatta—Carnarvon.

18.—Temple Yacht Club Sailing Match.

19, 20.—Royal Western Yacht Club Regatta.

20.—Weymouth Royal Regatta

22.—Torbay Regatta.

26.—Dartmouth Royal Regatta.

30.—Clyde Model Yacht Club—Closing cruise, Gourock Bay.

TO CORRESPONDENTS.

Yarmouth, Cork, and other Regattas unavoidably stand over, also the Prize Match at Kingstown, and several communications until our next.

All Communications to be addressed to 6, New Church Street, N.W., London.

HUNT & Co., 6, New Church Street, 6 Yards from Edgware Road, N.W.

HUNT'S YACHTING MAGAZINE.

SEPTEMBER, 1862.

A TRIP TO SARATOGA.

IN coming from New York City to the British territory of Canada West, the usual route for travellers is by one of the North River boats to Albany; and thence, through the back part of New York State, by Syracuse, and other places with equally familiar names, to the great suspension bridge which now connects the Canadian and American shores. This journey occupies about a day and a night; although, in my own case, nearly three weeks were consumed amongst the various cities on the way, above all at the watering place of Saratoga.

A more remarkable development of social life than might then be witnessed at this favorite summer resort can hardly be imagined; though, now, their civil war may have interrupted those excursions, so dear to our trans-atlantic brethren. Indeed, the great money-spending class owed its strength to a regular influx of wealthy southern visitors, flying from their sunny homes on the lower Mississippi, or Mexican gulf, before those destructive advances of yellow fever which render Mr. Davies' confederacy scarcely habitable from August until November. But sad as have been the changes during the past year, I am now speaking of a period which will be known as the last days of the Old Republic; a time when Japanese ambassadors were entertained by the Empire City, at a cost of three thousand per day; when the Great Eastern was still a wonder and a novelty as she lay in the Hudson attracting thousands

of sight-seers ; and when every movement of our Prince, during his approach by Halifax and Quebec, was chronicled with strange minuteness, or put into large type at the top of sensation articles. No man then foresaw what a terrible political crisis was approaching. Manassas was still a fameless railway junction, and Hilton Head had nothing of interest for any beyond coasters and fishermen. This American catastrophe is a warning against popular conceit and national blindness. Never was there more bluster on the part of brother Jonathan than in the year 1860 ; never did he more loudly express a conviction, that the "universal yankee nation" must, very soon, improve all "other people of creation ;" yet the small black speck which foretold, only too truly, a coming tempest, had already appeared. Travellers upon the Baltimore and Ohio railway were then being invited, when the cars stopped at Harper's Ferry, to alight and examine certain bullet marks, broken railings, and other traces of an exploit, almost forgotten ; but which told volumes as to that smouldering fire of northern indignation destined so soon to confront at the sword's point the braggarts and desperadoes of "Slavownia." Poor John Brown was but the humble pioneer of a cause which now counts its supporters by the thousand ; and which, in spite of frequent defeat and mismanagement, possesses a vast preponderance of moral and material strength.

But who cared about Harper's Ferry, or foreboded evil for the future, among the gay throng of pleasure seekers that filled every hotel and lodging house in Saratoga, at the time of which I write ? From morning till night every body lived in public. We began by a visit to the mineral springs—water of course very nasty—the only comfort being found in an assurance that nothing like it could be discovered elsewhere. Having drunk sufficient of the bitter fluid to ensure an appetite for breakfast, we adjourned to a miniature railway, on which are cars provided with a chair for the accommodation of one lady and propelled by a gentleman, who stands beside her. Round and round fly the cars, the rails being in a circle, until prudence whispers that our debt to the manager of the concern has become large enough ; and, accordingly, returning to the hotel, we breakfast. Now, Americans get shaved ; the barber's shop being the high change of gossip and politics until noon. Billiards, bowls and the newspapers fill up the day until three o'clock, when dinner is served. The crush now becomes fearful ; a long low room, with heavy shutters and verandah to keep out the heats has in it tables for eight or nine hundred persons, and there are, perhaps, a thousand who wish to join the meal ; so we are not seated without great confusion and heavy bribes to the head waiter. It is a curious scene—

the ladies in rich evening dresses and often blazing with-jewels, the gentlemen in negligé costume according to taste. A large force of colored attendants presently enters bearing the first course, and headed by the "chef" himself, baton in hand ; at a signal from whom every man deposits his dish and plates on the table and steps back in regular order. Then, from, both ends of the room rush young darkies with knives, forks, and spoons, which are distributed in the twinkling of an eye. After this the covers are removed and we fall to. Each course is brought in and carried away with the same precision, until the repast is over ; when a detachment of waiters remains to serve those, who, from being behind time or exclusive, take their dinner later than the main body. Now all the world is astir for the evening airing, coaches and carriages of every kind, buggies, waggons and sulkies are in requisition. A few equestrians may also be seen, but they are soon covered with dust and look unhappy and out of place, being unsupported by the fair sex, whose full dress precludes any thought of riding. This however, is an accomplishment by no means so rare among American ladies as we are apt to imagine, To the lake and back is the one unailing drive ; in fact, I doubt whether any other has been attempted since Saratoga became famous for its springs. This spot has no beauty about it, beyond some woods which skirt the shore ; but we are free from dust, at any rate, in the hotel garden or on board a pleasure boat. Music comes gently over the water and peals of merry laughter greet some novice in the art of rowing, as he attempts to navigate his smartly painted wherry. Never did Burgoyne nor his companions imagine, that the wilderness in which they found themselves forced to surrender, would become, before a century had passed away, the Cheltenham of America, with as many fine ladies and stylish equipages as could be shewn by any other city in the world.

Having given our horses breathing time, and eaten a few two shilling ices, we trot back through clouds of dust to the town, where we take tea ;—here served as a heavy meal with "meat fixings." In the hotel ball rooms dancing is now kept up languidly until eleven o'clock, then everybody retires, to re-commence, at six o'clock next morning, the same round of gaiety, and after a fashion, of dissipation.

A comparatively short residence in Saratoga having sufficed to ease us of every spare dollar, we took the advice of an intelligent resident, and "made tracks" for Canada, stopping for one night, on the way, at a pretty little village called Sharon, which lies in the district immortalized by several of Mr. Cooper's Natty Bumppo novels. But here again civilization has over run the backwoods, and, although far behind her rivals,

this watering place differs in no essential respect from that already described.

Sharon has, however, the advantage of a lovely neighbourhood, which we partially explored, in spite of an earnest invitation from some yankee friends to wait and see the Benecia Boy, who was expected to arrive during the day. But Mr. Heenan's fame could not tempt us to lose the view of young Deerslayer's island retreat and old Leather-stocking's hill-side farm.

The railroad from hence to Niagara has little of interest to detain the traveller, as Black River falls lie at some distance from its line. Evening was settling down as our train came upon the suspension bridge. The moonlight just enabled us to see a white foaming mass of water at some distance on the left; but its roar could be heard above every other sound, and the "Great Thunderer" seemed to protest against being curbed and overcome by the science of man. Blondin's rope, though close behind the bridge, was, of course, invisible; and before our companions had explained half the wonders which he exhibited—performances now so familiar to Englishmen—the cars discharged their passengers at the Niagara Fall Station on the British side.

We were glad to have a chance of making our first acquaintance with the mighty cataract by moonlight; which is, in the opinion of many, the very best time to receive the first impression of its beauty. Few sights can be imagined more magnificent, but I will not attempt a subject dealt with already by such able pens, and, moreover, no one who has not seen Niagara can form the least idea of its actual grandeur from any description.

The following day was fine and sunny; and, on either side of the river, were crowds of well dressed people looking at the Falls and listening to bands of music, which last, however, can only be heard at a few paces distant. Excursion trains on the different railways are continually arriving; steam boats to Buffalo run every hour, while large hotels, or handsome private houses, cover both shores. On one side waves the red flag of England, and on the other innumerable star spangled banners, and this is the only sign that we are on the frontier of two powerful nations. In 1860 there was no Morrill tariff to foster Custom House restrictions, and a civil war had not produced the odious passport system; but even now although such happy days have vanished, we hope that nothing will arise to make this natural wonder, as it was in the last war, little more than a deep moat between hostile camps.

ROYAL CORK YACHT CLUB REGATTA.

IN OUR August number we gave an account of the Ocean Race from Kingstown to Queenstown, introducing about twenty yachts to our readers, therefore, they will be prepared to expect a first-rate regatta, which was held on the days before announced, July 15th and 16th. Under the distinguished patronage of his excellency, the Lord Lieutenant of Ireland, Rear-Admiral Sir L. Jones, Commander-in-Chief on the Irish Station, and other eminent personages. The proceedings were under the management of T. G. French, Admiral of the club; R. Frankland, Vice-Admiral of the club; Hon. R. Hare, Capt. S. Hodder, Major Warren, Capt. Smith-Barry, Major-General Burke, Major Longfield, Capt. Perry, Hon. C. M. Smith, Messrs. D. Conner, S. T. W. French, R. Heard, P. S. French, G. T. Baker, J. G. Daunt, J. C. Atkins, H. Hardy, W. Wise, W. B. Hoare, W. L. Foster, J. Kendrick, R. T. Usher, R. Conner, jun., T. Hewett, (Treasurer,) A. H. Allen, (Hon. Sec.,) G. Armstrong, (Sec.)

First Day.—The weather was beautifully fine and highly favourable for the trial of strength between the witches of the waves. There were some showers, but they only served to bring down a more genial and glowing temperature, and after the first had exhausted its force, about one o'clock the clouds took up their brightness, and the promenade of the Royal Cork Yacht Club was soon filled to a degree that it could not be designated as a promenade at all, so dense was the crowd of fashionables; the ladies being dressed in the most becoming costumes of the season.

The grounds about the club-house, were most tastefully and artistically decorated. The men of war ships in the harbour were dressed in their gayest bunting. Her Majesty's ship *Hawke* bearing the flag of Rear-Admiral Sir Lewis Jones, in command of the Irish station, was beautifully festooned from stem to stern, as were also her Majesty's ships *Advice* and *Ferrett*, which latter acted as flag ship, and presented a truly picturesque appearance as they lay on the calm and placid waters of Cork Harbour, within the bay of Queenstown. The multitude of Merchant shipping, laden with grain, from all the ports of the world, who were moored within the roadstead, and made holiday on the occasion, were dressed out in their gayest bunting.

It was necessary to begin early, owing to the number of events programmed to come off. The first was between two open vessels employed in fishing, viz:—*Victory*, received 9 sovs., and the *St. John*, 3 sovs.

The second match was between yachts exceeding 40 tons, (no time

for tonnage,) open to all yachts the property of members of Royal Yacht Clubs, or of the New York Yacht Club, 50 sovs. prize. For this the following started, at club measurement:—

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts.	Rig	Tons.	Owners.	Builders.
312	Enid	cutter	56	F. Scovell, Esq.	Wanhill
780	Osprey.....	cutter	59	E. W. Nunn, Esq.	White
7	Æolus	cutter	61	C. T. Couper, Esq.	Fife

The gun was fired at 10h. and the Æolus led off, with Osprey second, and Enid third; there was a good breeze from W. $\frac{1}{2}$ N.; every preparation was made for a sharp contest, the trio being ranked as first-class clippers of the present era, expectation was rife among the spectators, and some betting took place. The start was beautifully managed, but they had hardly poised their snowy wings when the Enid was fouled by a large hooker, which delayed her some three or four minutes. Going through the Narrows there was a nasty jump of a sea; Osprey passed Æolus to windward, and immediately afterwards ran across her course and fouled her. When the vessels got outside it was a beam wind for the first flag-boat to the eastward. At 10h. 20m. the Æolus again passed the Osprey and took first place. At 10h. 38m. the Æolus began to leave her vessels fast; Enid ran up abeam of the Osprey. At 10h. 45m. the Æolus hauled down her topsail, and housed her topmast, an example which was followed by the Enid and Osprey. The eastern flagboat was passed in the following order and times:—

	h. m. s.		h. m. s.		h. m. s.
Æolus.....	10 50 0	Osprey.....	10 50 30	Enid.....	10 50 33

The Æolus hauled down a reef, as also did the Osprey. The Osprey ranged up abeam of the Æolus to leeward; a heavy head sea running. The Enid went beautifully through this sea, holding a splendid wind, the vessels stood well away to the southward to weather the western boat, the Æolus leading in noble style. The western boat was rounded in style, in the following order:—

	h. m. s.		h. m. s.		h. m. s.
Æolus	12 12 30	Osprey.....	12 17 0	Enid.....	12 18 0

The Æolus got her topmast on end, set her jib-headed topsail and balloon foresail; and the Osprey and Enid both set their topsails. From this point to the termination of the match the Enid collared the Osprey and went into second place, the Æolus winning splendidly. The following was the flag-ship time:—

	h. m. s.		h. m. s.		h. m. s.
Æolus	1 28 54	Enid.....	1 34 0	Osprey.....	1 35 43

The next race was for a purse of 40 sovs. for yachts above 25 tons, and not exceeding 50 tons, open to all vessels belonging to a Royal or New York Club; time race, half Ackers' scale: the following started:—

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts	Rig.	Tons.	Owners.	Builders.
468	Glance.....	cutter	35	A. Duncan, Esq.	Hatcher
817	Phosphorus.....	cutter	50	W. Turner, Esq.	Hatcher
631	Lurline.....	cutter	39	J. C. Atkins, Esq.	Wanhill
64	Avalanche.....	cutter	47	J. Wheeler, Esq.	Owner
187	Coolin.....	cutter	35	G. Robinson, Esq.	Wanhill

The celebrated Christabel was entered but did not join in the race. The course was round a flag-boat moored off Poor Head, thence round a flag-boat south of the harbour, and from thence round a flag-boat moored off Daunt's Rock, and thence into the harbour, off the club-house battery, and between it and her Majesty's brig Ferrett, directly opposite the judges' stand house.

In describing this race the *Southern Reporter* says "this was the great race of the day upon which all attention was concentrated, and therefore we have taken some pains to collect the most accurate and reliable particulars of it from official and thoroughly disinterested sources. It is a remarkable coincidence that the Phosphorus, which seems to be able to beat everything before her, or to use Byron's familiar expression,

"Walks the waters like a thing of life,"

should have been successfully managed, on every occasion on which she ran in a yachting contest, by Mr. Jas. Seymour of Queenstown. He won with her in Liverpool, in Kingstown, in the Ocean race from Kingstown to Queenstown.

The yachts were very beautifully placed, and with great care and judgment, and no small share of trouble on the part of the stewards and Committee of Management, started, on the firing of the gun at 11h., with a strong breeze from the westward, the Phosphorus getting a lead in really beautiful style. In the canting of the boats she had a decided advantage from the masterly manner in which she was handled; but on rounding the Spit Light, or what used to be called the Spit Buoy, the Lurline got on the weathergauge and took a decided lead. The wind then freshened very quickly, the Phosphorus as they were getting out along Spike Island Point, shot ahead of all her competitors, showing them a clear field for a most interesting and exciting contest. But it would seem that Mr. James Seymour, in charge of the Phosphorus, was the right man in the right place, and knew the ropes too well

to allow any of his competing rivals to take the wind out of his sails, for he had determined to "go in and win," and accordingly he did it—a feat of which Mr. Turner, when the intelligence reached him, must have felt very proud. But to resume our account of the race. Passing the point of Spike Island outside the harbour, there was a very heavy sea, completely smothering all the boats. The Phosphorus was then leading, managed with excellent skill and judgment, and steered as close to the wind as the old hard-weather could lay her, without risk of that which spoiled the most dangerous of her competitors—we mention no names—shipping heavy dashes of water on her deck. The Phosphorus then passed round the light-house, being the leading boat, followed by the Lurline, Glance, Coolin, and Avalanche, in the order we have given them. Sailing so, and putting their best legs foremost, they passed the eastern flag boat, and standing from the eastern to the southern flag-boat, the Phosphorus fell considerably to leeward, the Lurline and Glance shewing themselves to be very weatherly vessels and well handled, displaying fine aquatic appliances. On the next tack, and before passing the southern flag-boat, the "Merry old Fagan," Phosphorus again picked up her leading position, led all along round the western flag-boat, and kept increasing her lead, winning by two-minutes-and-a-half; Lurline and Glance having scarcely a choice between them for second place, but if an 'idea' might have it, it would be in favour of the Glance. The triumph of the Phosphorus was hailed with great acclamation by the friends of Mr. James Seymour in Queenstown, and their name was legion; they were timed as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Phosphorus	2	21	0	Glance.....	2	27	45	Coolin.....	2	34	10
Lurline	2	27	30	Avalanche.....	2	32	20				

Second Day.—The assemblage was in point of numbers of the masses, and of fashionables, congregated on the Royal Yacht Club promenade, very far in excess of that of the previous day. The weather in the early part of the forenoon seemed very fair and propitious for visitors and spectators of aquatic sports, though the wind was rather dull and flat for a trial of skill in the contest of racing yachts. The appearance of the harbour was remarkably beautiful, all the men-of-war craft being decked out in their gayest bunting, and all the other yachts who were not on the sailing card being elegantly and beautifully decorated.

The sailings of the day began with a hooker race, for which three started, but the wind was not sufficient to test their sailing qualities.

The prize for yachts was of the value of 100 sovs., for all vessels belonging to a Royal club, or New York Yacht Club.—Time race, half Ackers' scale :—the following started:—

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
617	Phosphorus	cutter	50	W. Turner, Esq.	Hatcher
312	Enid.....	cutter	56	F. Scovell, Esq.	Wanhill
780	Osprey	cutter	60	E. W. Nunn, Esq.	White
468	Glance	cutter	35	A. Duncan, Esq.	Hatcher
7	Æolus.....	cutter	61	C. T. Couper, Esq.	Fife
631	Lurline.....	cutter	39	J. C. Atkins, Esq.	Wanhill
187	Coolin.....	cutter	33	G. Robinson, Esq.	Wanhill
64	Avalanche.....	cutter	47	J. Wheeler, Esq.	Wheeler
162	Christabel.....	cutter	48	H. H. Kennard, Esq.	Aldous

The Brunette, cutter, 70 tons, J. P. Ellames, Esq., was entered but did not start.

The course was the same as previous matches, but the breeze was light from W.b.N. when they started, at 11h. 15m., the Enid with a beautiful clear lead; Æolus second, Phosphorus third, Osprey fourth, all well together. Some alterations soon took place for the Narrows were passed with Enid leading, and the Avalanche second, Osprey third, Phosphorus fourth. Before rounding the eastern flag-boat, Osprey, Phosphorus, and Æolus had each passed Avalanche in the above order; and the Enid before rounding the western flag-boat had lost the lead, which was taken by Phosphorus, and the boat was rounded thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Phosphorus.....	1	21	25	Enid	1	25	55	Avalanche.....	1	32	0
Osprey.....	1	22	10	Lurline.....	1	30	0	Glance.....	1	33	0
Æolus.....	1	24	25	Christabel	1	31	30	Coolin.....	1	34	0

They now prepared for the run home, and a very severe struggle took place between the Phosphorus and Osprey, which ultimately ended in the latter wresting the premiership from the favorite; the success of the Osprey was of short duration, for Æolus after passing the Spit light-house challenged her, and after a most beautiful race it was finished in the following order and time:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Æolus.....	2	33	48	Enid.....	2	35	52	Lurline.....	2	42	23
Osprey.....	2	34	39	Christabel.....	2	42	20	Avalanche.....	2	46	50
Phosphorus.....	2	35	36								

It being a time race, according to tonnage the Phosphorus was decided to be the winner. Two objections were put in on the score of fouling, but the stewards having entered into a careful investigation of them at four o'clock, p.m., decided they were untenable, and that the Phosphorus was entitled to the prize.

The next prize was the Carroll Challenge Cup, value 50 sovs. For this there were no entries, and accordingly no race.

The next race was for a prize of 15 sovs., between yachts of not ex-
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ceeding 15 tons, belonging to members of the club. Time race, half-a-minute per ton. The following entered:—

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
8	<i>Æone</i>	cutter	15	J. Corbet, Esq.	Atkinson Hencasy
371	<i>Fawn</i>	cutter	14	F. E. Holmes, Esq.	
1065	<i>Uriel</i>	cutter	10	Col. Beamish, Esq.	
1340	<i>Zuffa</i>	cutter	10	A. Hargreaves, Esq.	

This was a very nice and closely contested race, but the wind had fallen off so much, that, in beating back to the harbour, the yachts were little better than drifting before a gentle breeze, which was barely sufficient to fill their sails. After getting along the appointed course, they drawled into the harbour about ten minutes past four p.m., the *Fawn* winning, although she got aground on the Spit Bank for some minutes, while going out.

An interesting gig race came off after the arrival of the yachts, under the following conditions:—Four-oared gigs pulled and steered by gentlemen members of Royal Yacht Clubs, recognized Rowing Clubs, or Officers of the Army or Navy. Sweepstakes of five sovs., to which the committee will add 30 sovs. Second boat to save the stake should three or more boats start. Should this prize be competed for by a gig and crew not belonging to Cork Harbour, the committee will add to the winner a further sum of 20 sovs.

For this it was much regretted that but two entered:—*Blonde*, Lee Rowing Club,—John Varian, coxswain; J. Barrett, Miles Baggott, James O'Sullivan, and M. Foley. *Dream*, C.H.R.C., Matthew O'Connell, coxswain; A. J. Lambert, T. Byrne, H. Hayes, and J. J. Carroll.

The start was beautifully managed, the *Lee* boat being the outside, appearing to have a slight advantage. Both boats pulled elegantly, and it was, clearly, a trial of strength between the rowers. The *Blonde* by a magnificent exertion of her crew, and most judicious steering came in first; but it was no disparagement to the *Dream* that she did not win, because there could not be two winners, and we believe it will be generally acknowledged on all hands, by the vast assemblage who witnessed the race, that a more thoroughly *bona fide* contest was never witnessed in the waters of Cork harbour, and those who carried away the "blue riband" were worthily entitled to the honours they so creditably obtained.

The other races of man-of-war boats, &c., were of the usual interesting and amusing character, but not calling for any special description.

A ball concluded the festivities which was well and fashionably attended.

ROYAL YORKSHIRE YACHT CLUB REGATTA.

WE are informed this Club during the past year has been strengthened by new members, and the Commodore, Lord Londesborough, takes great interest in its welfare. The annual regatta took place on the 16th and 17th July, and was eminently successful—a considerable number of yachts attended, which made the Humber a splendid sight.

First Day.—The rowing commenced with a match for a piece of plate of the value of 60 guineas, presented by the Club, for the first yacht, and a silver cup of the value of 10 guineas to the second. Open to yachts belonging to a Royal Club, of any rig.—Time race—half-a-minute per ton allowed for difference of tonnage. The following started .—

Numbered as in Hun's List for 1862.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
637	Lurline	cutter	11	G. N. Duck, Esq.	Owner
832	Queen	cutter	25	Capt. Whitbread	Wanhill
59	Audax	cutter	59	J. H. Johnston, Esq.	Harvey
31	Amber Witch	yawl	51	Capt. Bacon	Wanhill
217	Cynthia „	cutter	50	Col. Pearson	Wanhill
846	Rapid	cutter	50	A. Bannister, Esq.	Inman

The Lurline cutter, 8 tons, Capt. Cator, Vieronka, schooner, 27 tons, H. T. Watson, Esq., and Pearl, cutter 9 tons, F. Hoare, Esq., also entered but did not start.

There was a fine breeze from W.S.W., with slight showers, but otherwise a very pleasant day. The course was as usual down the Humber, round the Bull Float off Spurn, and back to a boat moored off the east pier of the Humber Dock basin. The start took place about 11h. a.m., when the Lurline led, followed closely by Rapid; the Audax rather slow to get off—and the others in a cluster. As soon as Audax had settled to her work, she began in real earnest to thrash her several opponents until coming up to Rapid she challenged her, and succeeded in, not only leaving her in the rear, but the little Lurline also shared the same fate. The Queen and Cynthia soon after went to the front of Rapid, who this year did not show those powers for speed which formerly made her a dreaded opponent, and in rounding the Bull Float she was fifth as will be seen by the following :—

	h. m. s.		h. m. s.		h. m. s.
Audax	12 19 50	Queen	12 24 55	Rapid	12 27 20
Amber	12 20 40	Cynthia	12 26 2		

It will be as well here to state the allowance of time the two leading vessels had to give to the others.

	m.	s.
Audax to allow Amber Witch.....	4	0
“ Queen.....	17	0
“ Cynthia.....	4	30
“ Rapid.....	4	30
“ Lurline.....	24	0
Amber Witch to allow Queen ...	13	0
“ Cynthia.....	0	30
“ Rapid.....	0	30
“ Lurline.....	20	0

By the above table it will be seen that in the run down the Queen was by time the headmost, which proved she was not a craft even the largest could feel confident of beating. So far her owner and crew had done well, but the return voyage in beating she lost way very much, and the race became centred in the two A's. The handling of these vessels made it very uncertain which would receive the first salute. Almost imperceptibly, however, the Audax walked away from the Witch—and after a tedious beat back the former was hailed the winner, the whole course being finished thus :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Audax.....	4	46	30	Queen.....	5	17	30	Cynthia.....	5	21	15
Amber Witch...	4	54	51	Rapid	5	19	56	Lurline	6	0	0

The Cynthia did not display those excellent qualities which once gained her some fame. The owners of Audax and Amber Witch received the two prizes—the latter just losing the principal by 4m. 21s. and winning the second by 9m. 39s. During the progress of the foregoing the Humber keels—contended for two prizes, the first of the value of 20 guineas, and the second of the value of 10 guineas, both presented by the Commodore. The number of competitors appearing for this locally-interesting match was this year not fewer than 25, as compared with five in 1858, showing how highly Lord Londesborough's liberality is appreciated. The 25 competitors were moored in line off the Humber Dock basin, and the preparation signal was made at 1h. 30m. Fifteen minutes later the second gun was fired, and the whole fleet—for 25 vessels may fairly claim such a designation—proceeded to make sail. The Wesley and the Star, both belonging to Mr. Dyson, had the lead at starting, and were still in front when they reached the buoy known as No. 10, a little below Paull, which they were to round before returning, in accordance with the printed instructions given to each crew. It appears that just before the firing of the second gun the secretary announced that No. 8 buoy was to be rounded instead of No. 10 ; but this change in the arrangements was, it is stated, not heard by the masters of the Wesley and the Star, who kept on the course original;

marked out. Their unfortunate mistake was soon pointed out to them, but too late for them to recover their lost ground. The other vessels rounded No. 8 buoy well together, but profitting by the breeze, which now freshened, the best sailers went well to the front, and the match closed in favour of the Exchange (Mr. J. Oates) first, and the John Hurst (Mr. W. Thompson) second, the Faith (Mr. C. Moxon) being third. One of the keels, the Excel, broke her lee board, and so lost the advantages of her previously favourable position. The Faith entered a protest against the John Hurst's receiving the second prize, on the ground that she had not duly fulfilled all the conditions of the match.

The last item in the day's programme was a contest between six-oared galleys, three of which started, the Kingston, the Humber, and the St. George. A good start was made, but the Kingston was soon nowhere, and abandoned the match. The other two competitors maintained a sharp contest, the Humber leading for some time. In the pull up the river the St. George, which had passed the Humber immediately after a buoy laid down was rounded, gained a decided lead, and won by a long distance. She was manned as follows:—Messrs. A. B. Phillips, J. A. Jackson, J. H. Peart, N. E. Garrett, J. Hickson Peart, W. Reynold, and E. Jacobs (cox). The prize awarded in this match was 10 guineas.

The Second Day.—The chief yachting event was a match between second class vessels of not exceeding 20 tons—for a silver cup of the value of 20 guineas. The course and allowance of tonnage same as yachts of the previous day. The following started:—

Numbered as in Hunt's Yacht List for 1862.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1062	Undine.....	cutter	8	Capt. Cator, R.N.....	Searle
795	Pearl.....	cutter	10	F. Hoare, Esq.....	
716	Mona.....	yawl	12	F. R. Dixon, Esq.....	

The two former vessels got well off, Pearl leading with Undine following closely, whilst Mona came as third, which position she never altered throughout the whole race—therefore the competition was left solely to her compeers, and right merrily did they contest every inch with alternate success; at one time Pearl led—then Undine, and *vice versa*, but in the return the Pearl had decidedly the best of it and was hailed the winner by about 2m. 54s.

The Undine was from the designs of Mr. Ash, and although unsuccessful this year was last summer a winner of £50.

A match between fishing smacks for a prize of £20 followed, eighteen starting. The match was pretty well sustained, but as the affair was quite a local one, it will be sufficient to append the names of the three smacks which came in first, and the times at which they completed their course :—Rapid, 6h. 15m. 27s. ; Friendship, 6h. 21m. 10s. ; Samaritan, 6h. 20m. 36s. The lion's share of the £20 went to the Rapid (Wilkin), the Friendship and Samaritan being consoled with £6 and £4 respectively.

Another keel race, in which eighteen vessels of that class took part, followed, and excited a good deal of interest. The course was the same as that previously sailed over, and after a pretty long cruise, the Hope came in first, the Sally second, the Exchange third, and the Moss Rose fourth. As however, the Sally was found to have lost her jolly-boat when she came in, she was held to be disqualified, and the prizes were awarded to the Hope (C. Smith), the Exchange (J. Oates), and the Moss Rose (W. Thompson) respectively, the first receiving £10, the second £6, and the third £4. A rowing match between seamen and marines from H.M.S. Cornwallis (in which the tars were victorious) and one or two minor affairs brought the proceedings to a close.

GREAT YARMOUTH REGATTA.

As previously advertised this event came off on the 22nd July. For several days prior the wind had been blowing very fresh, and we anticipated a good struggle for the yachts and yawls, which fond hopes were sorely crushed on our arrival at the Britannia pier, by observing the sea almost without a ripple, and the wind barely sufficient to locomote the vessels underway. The day itself was delightfully fine for the pleasure seekers,—the aristocratic portion of whom favoured the Britannia;—the beach was covered with booths and some hundreds of the humbler classes ; the *old* jetty had a number on it,—on this occasion, it was free to any one,—although we were informed that it had on some former occasion been tabooed ; this seems almost incredible, for, *that* jetty at least was public property, to our own knowledge, upwards of half a century back; the Wellington pier also had a select party promenading during the day.

An excellent working committee, consisted of Messrs. F. Palmer, H. Harmer, J. Clowes, Lieut. Petts, R.N. (umpire), J. S. Cobb, (time keeper), and W. J. Foreman, Hon. Sec., one of the most persevering and energetic gentlemen we ever saw conduct a regatta—for not any

of the shouting and bawling of the yawlsmen, giggersmen, or boats crews, had the least effect in disturbing him from the duty he had so generously undertaken. The arrangements reflected great credit on the committee generally, and the whole of the proceedings were commenced and concluded satisfactorily to all parties.

The programme contained eight events, the first of which was for a purse of 50 sovs., to be sailed for by yachts above 20 tons and not exceeding 50 tons. Time race—half a minute per ton for difference of tonnage. No restrictions as to sails or men. Four to start or no race.

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
59	Audax	cutter	59	J. H. Johnston, Esq.	Harvey
178	Clio	cutter	40	F. K. Dumas, Esq.	Wanhill
63	Avalanche	schooner	64	T. Groves, jun., Esq.	Lungley
323	Eva	cutter	22	W. R. Gade, Esq.	Wanhill

As our readers would doubtless think it was an error in stating “not exceeding 50 tons,” when two of the vessels were considerably over, it is necessary to say it was mutually agreed that Audax and Avalanche should be classed at 50, Clio 40 and the pretty little Eva at 20 tons.

The course was in the shape of two triangles, having their bases extending along the beach from the North battery to Nelson's Monument, the whole marked out by buoys—the distance being about five miles, which was traversed three times. A better course was never seen at any regatta, and is worthy of imitation in all places where the same facilities exist.

Shortly after noon the above vessels started, Clio with a trifle the best of the lead, with Eva and Audax close up, which was anything but agreeable to the little lady as she was between the two, but before reaching the first buoy to the southward Audax had dispossessed Clio of the lead, which position she retained to the finish—the Eva fell into third place, for the schooner never intended to hold out against the cutters, and we consider Mr. Grove deserves the thanks of the public for entering his vessel, and thereby enabling the Committee to proceed with the first match. The Audax gradually, by the great pressure of canvas which she hoisted to catch the chance puffs that at times were wafted over the plain waters, glided away from the Clio, and Eva; neither of whom made any alteration in their position; the final round ending with the following result:—

	h. m. s.		h. m. s.		h. m. s.
Audax	3 22 25	Clio	3 37 25	Eva	3 56 40

The Audax was declared the winner by 10 minutes, which according

to the previous arrangement of tonnage was correct—but by their actual tonnage the difference was only 5m. 30s. It would certainly have been more gratifying to the victor as well as the vanquished, if Old Boreas had put another hand or two more to the bellows.

The second prize offered was a purse of 30 sovs., to be sailed for by yawls of not less than 45 feet in length, to be divided into three, viz., first boat 15 sovs, second 10, third 5. Time, quarter minute to be allowed.—Three to start or no match. For this match seven entered, but only three took their stations, viz. Star of the East, 45 feet, Glance, 46 feet, and Queen Victoria, 65 feet.

The Queen started off with the lead, Glance second, and the Star in rear, but, 'ere many minutes elapsed when Glance shot by her, her glory however, was shortlived for in rounding the second buoy of the triangle she miscalculated her distance, and instead of weathering the buoy, had to make another board, when the Queen came up and again had the lead, which she maintained, and was making exceeding good tracks when the Avalanche which was cruising about came across her bows, and the yawl had to lower her sails to prevent a collision—this allowed the Star to come up and of course take the lead. This lucky chance the light wind enabled her to improve, and the two rounds were completed thus :—Star of the East 3h. 34m. 10s., Queen Victoria 3h. 38m. 20s., Glance 3h. 44m.

The third match was for a purse of 40 sovs. to be sailed for by local river yachts, in two classes. First class under 10 tons, first vessel to receive 15 sovs.—Time, half minute per ton ; two of each class to start or no match. For this the following came to the start.—

Yachts.	Rig.	Tons.	Owners.	Port.
FIRST CLASS.				
Argonaut	cutter	18	H. P. Green, Esq.	Wroxham
Wanderer	cutter	14	J. L. Barber, Esq.	Yarmouth
Red Rover	cutter	15	S. Nightingale, Esq.	Yarmouth
SECOND CLASS.				
Belvidere	cutter	9	T. M. Read, Esq.	Yarmouth
Kathleen	cutter	7	J. Tomlinson, Esq.	Yarmouth

This match created greater interest and excitement than that between the stranger yachts—as here every one knew the vessels belonging to the Norfolk and Suffolk Club ; and we gained much information respecting their antecedents. The start took place about 1h. 20m. the Wanderer had the lead, with Red Rover in close attendance, these vessels are in reality rivals, and last year we find them competing to-

gether on many occasions. This year the Wanderer at present has been the most successful; it is said that the Red Rover has received some alterations which has rather deteriorated her speed. Such may be the case, for she evidently was too much of the tortoise to overhaul her rival. The Belvidere in the second class took the lead of her competitor, the Kathleen, which soon appeared anywhere but in the right place, she was an excellent *save-all* for the Belvidere.

The Argonaut also proved a laggard, but great excuse must be made for all sailing craft on this day—a capful or two more wind would no doubt have given us food for the metallic, and we should been able to state the changes; however, it was not so, and we can only record the return at the end of the race, thus :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Wanderer.....	3	41	55		Red Rover.....	3	45	20		Belvidere.....	3	55	0

The fourth match was between yawls for a purse of 20 sovs. under the same terms and course as the previous match, viz Violet, 41 feet, Shannon, 41 feet, Flying Fish, 43 feet, Volunteer, 39 feet, and Good Tidings 37 feet. The Volunteer led off with Violet following next, and the three others in a cluster close up. “Blow, ye breezes, blow,” for that was required by these fine craft. The Flying Fish extricated herself from the ruck, challenged and passed Violet, and in finishing the first round was only 2n. 25s. behind Volunteer the leading vessel, and much praise is due to her crew for they exercised all their skill to head her, but unsuccessfully, the match was finished thus :—Volunteer 3h. 56m. 30s.; Flying Fish 3h. 58m. 35s.; Good Tidings 4h. 10m. 30s.; Shannon 4h. 7m.; Violet 4h. 13m. The prize was divided between the three first, 12sovs., 5sovs., and 3 sovs.

The next match was between Beach Gigs (six-oared) single banked for which seven entered but only four started. It was rowed along shore, and the cheering of the partisans of each stimulated the crews to the utmost stretch of their strength. It was rowed in heats, and the Contest received 6 sovs., Sturgeon 3 sovs., Quebec 1 sov.—This was followed by rowing matches for 10 sovs., and a sculling match for £3. 10s. by ships boats; the last match was another race between six oared gigs launched from the beach for 10 sovs., the motive for starting from this place was no doubt to show the amphibious nature of the men, who are frequently well drenched before they get off, but on this occasion there was no swell and they moved off with as much placidity as they would into a duck pond. The three winning boats of last gig race competed, and came in as before, Contest, Sturgeon and Quebec.

This concluded one of the best conducted regattas we remember at Great Yarmouth, and left us nothing to regret but the want of wind.

The Eastern Counties brought some hundreds to witness the sports, and we, who have often traversed the line, never remember more punctuality to time, and civility of guards and employes at the different stations. The lines running to Norwich, Yarmouth, &c, are now amalgamated, we believe, under one head, and the public will thereby receive greater facilities for travelling.

AQUATICS AT THE ISLE OF WIGHT.

THIS year the frequenters of the Isle were sadly disappointed when the *flat* went forth "No Regattas," but if they felt this so acutely what must be the feelings of the tradesmen and others, whose chief harvest is the immense attendance in the month of August, of the *elite* of the fashionable world. If we may credit the reports as to the financial state of the Isle during the past winter, it will be easy to account for the gloomy appearance of the place when deprived of their only means of overcoming past difficulties.—That the Royal Squadron and Town Regattas, would be the brilliant affairs of past years was never anticipated, but that they would be totally ignored, was a thing not to be credited had it been sooner announced.

The knowledge of "No Regatta," was only made a day or two before the time usually fixed by the Squadron, so that many had wended their way by rail and sea to witness the usual matches. The members of the two Clubs—Squadron and Victoria—were as much surprised and disappointed as the public, and by their after acts expressed their opinions, which, if we may judge by the several private matches, were not generally in accordance with the "No Regatta" movement. Had her Majesty been at Osborne, we believe, no amusements would have been attempted, but there being none belonging to the royal household at the palace, except a few domestics, it really does appear somewhat strange that the usual festivities should be withheld. However, it is not our province, neither would it be decorous, to enter more fully into the matter—if it was her Majesty's desire that there should be no regatta, we feel sure that all willingly bow to their Sovereign's behest.

The "No Regatta" movement has it appears been the cause of the Commodore, and Vice-Commodore, (G. H. Ackers, Esq., and T. Chamberlayne, Esq.) resigning the respective offices held by them for many years, and Capt. Thellusson is elected Commodore, who hoisted the Club flag on board his schooner, *Aline*, on the 13th August, under a salute

of 11 guns from the Club house battery, and an inauguration banquet took place in the evening.

Cowes, Aug. 6th.—A private match having been made between Albertaine, schooner, 156 tons, Lord Londesborough, and the Sultana, schooner, 130 tons, Lieut.-Col. Markham, to sail over the Queen's course, twice round, the yachts took their stations, and at 11h. 55m., the starting gun was fired from the Lotus, Earl Vane, when the yachts were instantly under way, and first directed their course down the west channel, it blowing a fresh south-west gale at the time, with considerable sea on in the channel. Both yachts, however, behaved handsomely, the Sultana kept the lead for some time, and rounded the western mark buoy off Lepe at 12h. 7m., being 2m. in advance of her antagonist; from thence they bore up to the Nab, and in their course to the eastward passed through Cowes Roads as under:—

	h.	m.	s.		h.	m.	s.
Sultana.....	12	21	0	Albertine.....	12	22	0

The Sultana with a double-reefed mainsail and reefed foressail, the Albertaine with a single reefed mainsail only. It appears, by the difference of time, that the Albertaine had gained a minute on the Sultana in her run of about three miles. After passing Old Castle Point the yachts were shut in, and nothing further was observed of their movements until their return from the Nab. From thence, having made a long reach on the port tack to the northern shore, they worked down to the westward, the Albertaine hugging the Sultana, and on passing the Middle Bank Buoy Albertaine went out on her weather. On nearing the Lepe Buoy the Albertaine had the misfortune to burst her fore try-sail, and in the accident one of her crew was knocked overboard. A life-buoy was immediately thrown to him, which he succeeded in reaching; the yacht hove to, and he was picked up. Such was the sailor's interest in the match that he told them "to go on and never mind him." This accident gave to the Sultana considerable advantage, and the sailing flag of the Albertaine was struck, and his lordship gave up further contest, and it was agreed to sail the course over again.

August 13th.—These splendid vessels met for the second time to decide which was the superior: at 11h. 30m. the starting gun was fired, and on clearing Cowes Roads the Albertaine obtained the lead by about three lengths. The weather was fine, and the wind hanging to the W.S.W., as for days previous. On passing Ryde Pier the Albertaine had the lead by about a couple of minutes, and they both passed the Noman Buoy and hauled their wind for the Nab, which was rounded thus:—

	h.	m.	s.		h.	m.	s.
Albertine	12	49	5	Sultana.....	12	51	7

From the situation of the wind the manœuvres of working to westward were of the usual order, the Albertine evidently gaining on her celebrated opponent by the wind. The Calshot Light-vessel was rounded at 1h. 57m. 50s., by the Albertine, and the Sultana at 2h. 3m. 15a., showing now an advantage of 5m. 25s. in favour of the Albertine, which she gradually increased in working to the westward to round the Lepe Buoy, from whence they had the wind free and with flowing sheets both arrived at the goal as under:—

	h.	m.	s.		h.	m.	s.
Albertine	2	55	30	Sultana	3	7	0

Being a difference of 11m. 30s.; and as the Albertine had to allow the Sultana 6m., she was declared the winner by 5½m.

August 12th.—A match took place between the Resolution, 164 tons, Duke of Rutland, and the Lotus, 188 tons, Earl Vane. These vessels are both topsail schooners.

There was a light breeze throughout from the W.S.W., varying occasionally to S.W. At 11h. a.m., the starting gun was fired, and both yachts glided from their moorings in the roadstead, and when they got abreast of each other squared away, and made a fair start on their course, which was that known as the Queen's Course, proceeding first to the eastward with flowing sheets. The Resolution being to the northward, and the Lotus nearest the island. Both, however, bowled away in mid-channel. The Lotus was the last to set her gaff-topsail; with whole canvas they proceeded with scarcely any advantage on either side until passing Ryde Pier, when we timed the Resolution only five seconds in advance of her opponent; in fact it may be termed nearly abreast of each other. The Lotus had the weather berth. On passing the Warner on their course to the Nab, the Resolution had the advantage of half-a-minute. The wind veered more to the southward as they opened the east channel. The Nab vessel was rounded as follows:— Lotus 1h. 14m. 30s.; Resolution 1h. 15m. 25s.

The yachts then made a reach towards the island, and for a few minutes were shut in from further view from Ryde Pier by the jutting land or point off Nettlestone. At length they again made their appearance close hauled, with scarcely any difference between them. The wind had somewhat dropped a little, and on passing the Warner Resolution appeared to be drawing upon Lotus, but from the distance off their positions were deceiving, owing to the haze. Never from first to last was there more equal sailing; it was anybody's choice as to the winner. On returning past Ryde Pier. on their reach to the north-

ward and westward to round the Calshot Light-vessel, we again timed them, the Lotus having now the advantage of a minute. The Lotus was leading by 3m. 30s. From hence they reached to the northward, and eventually passed Calshot Light-vessel as under:—Lotus 2h. 36m.; Resolution 2h. 36m. 45s. They thus worked to the westward, passing to the northward of the Brambles, until they reached the Lepe Buoy, which was duly passed. In doing so Lotus cleared the buoy, but the Resolution, according to the opinion of the lookers on at Egypt, appeared to pass clean over the buoy—at all events she fouled it. They eventually passed the goal as follows:—Lotus 4h. 0m. 15s.; Resolution 4h. 0m. 45s.

The former was declared the winner in consequence of Resolution having fouled the buoy—although the Lotus would have had to allow for difference of tonnage. Altogether it was a very exciting race.

Ryde, Aug. 1st.—A private match came off between the Crusader, cutter, 30 tons, Lieut. J. Staden, and the Moonbeam, cutter 25 tons, P. Roberts, Esq. The latter vessel has heavier spars than her opponent, and a greater spread of canvas. There was a moderate breeze from the S.S.W. throughout, which, from the start, was in favour of the Moonbeam. At eleven a.m., the vessels being in position, the starting gun was fired, and the Moonbeam was the first to get away, the crew seemingly all alive to their work, while the Crusader was very sluggish in her movements. Both yachts then steered for the Noman, having to leave it, and all marks, on the starboard hand, hugging the Sandheads somewhat too near to be pleasant. The Noman Buoy was passed as follows:—Moonbeam, 11h. 27m. 20s.; Crusader, 11h. 31m. 30s. They then hauled their wind for the Nab Light-vessel, and as the channel opened to them the Moonbeam found plenty of wind out from Brading Haven, and heeled over so as to show her copper. The Crusader did not appear to have reached the breeze; but as noon approached, and they were near the Nab, the wind freshened, and the Light-vessel was rounded thus:—

	h.	m.	s.		h.	m.	s.
Moonbeam.....	12	1	0		Crusader.....	12	4 45

They then hauled their wind round the Nab, jibed over, and laid their course on the port tack on their return to the westward, the Moonbeam passing the Warner Light-vessel at 12h. 20m. 30s.; and the Crusader at 12h. 26m. 25s.; the leading vessel continuing gradually to widen the breach, being now nearly six minutes in advance of her antagonist. They hauled their wind on the port tack for the west buoy of the middle, which was rounded about 2h. 30m.; Moonbeam still leading, considerably in advance of the Crusader. From hence the wind had veered

more to the westward, and with flowing sheets the yachts returned to the goal as under :—

	h.	m.	s.		h.	m.	s.
Moonbeam.....	3	17	30	Crusader	3	44	30

It was altogether a runaway match ; but the result might have been different had the Crusader been equally well sparred and canvassed. The weather was delightful throughout, but during the latter part of the course the wind dropped considerably, and Crusader appeared becalmed for nearly half an hour.

August 4th.—A match was sailed this day by the Ella, schooner, 105 tons, Sir Gilbert East, Bart., and the Galatea, schooner, 143 tons, T. Broadwood, Esq., which terminated in favor of the former.

August 9th.—A match took place between the Galatea, and the Redgauntlet, schooner, 148 tons, G. P. Houghton, Esq. The course was from Ryde round the Warner, thence round the Calshot Light-vessel and west buoy of the Middle bank, back to the station. The wind throughout the race was very light from the northward and westward, veering a point or two occasionally on either side. At 12h. 15m., the start was effected by the Galatea slipping from her moorings. The Redgauntlet weighed her anchor, and both schooners made a reach across to the north shore, which left us in doubt whether they intended a match or not. Then they returned to their stations under all sail, and at 1h. 15m., the start was effected without any signal gun having been fired, the Galatea slightly in advance, but with the Redgauntlet close upon her weather quarter. They both hugged each other as they neared the Sandheads, Redgauntlet trying to take the wind out of the Galatea, but the latter hauled to the wind, and soon showed her advantage upon that course. She now kept away for the Noman, but passed the buoy only 20 seconds in advance. The wind was then dead aft, and they goosewinged their canvas, and with flowing sheets stood for the Warner. On luffing up to tack round the light vessel the Redgauntlet slipped in on the weather quarter of the Galatea and cut her out of the leading berth, and, consequently, was first to round the light vessel. The master of the Galatea was completely out-generalled by the Celtic crew of the Redgauntlet. Both vessels having tacked clear of each other round the mark vessel, they proceeded on the starboard tack towards Spithead, Galatea drawing on her antagonist fast. Several gunboats were cruising about in the neighbourhood of the Horse, and one particularly was very discourteous, obliging the Redgauntlet to go about, rather than give way herself, and she was compelled to make a tack across the lee tide, which carried her to leeward of the Noman. The wind shortly afterwards veered more to the westward, which gave the

Galatea a further advantage, and she rounded the middle buoy 24m. ahead of the Gauntlet. From hence both vessels had a splendid breeze, and with flowing sheets reached the goal :—

	h. m. s.		h. m. s.
Galatea	5 47 45	Redgauntlet	6 9 40

The match, upon the whole, was very interesting, but it was not made sufficiently known.

OCEAN MATCH FROM RYDE TO PLYMOUTH.

AUGUST 14th.—Exactly as the second hand touched the hour of eleven a.m. the Hon. Lucius Cary issued the command, and we were off. The wind was light, yet still a working breeze at W.S.W. The following started:—

Numbered as in Hunt's Yacht List for 1862.

No.	Names of Yachts	Rig	Tons.	Owners	Builders
420	Galatea.....	schooner	131	T. Broadwood, Esq.	Hansen
291	Ella.....	schooner	102	Sir G. East, Bart.	Inman
469	Gleam.....	schooner	140	J. Richardson, Esq.	Ratsey
653	Marina.....	cutter	62	J. C. Morice, Esq.	Ratsey
1239	Wanderer.....	schooner	140	S. Walker, Esq.	Scott
562	Julia ..	cutter	122	J. G. Fielder, Esq.	Ratsey
603	Leonore	schooner	116	J. B. Hesketh, Esq.	Inman

Our course was N. W. wind W.S.W. The Aline schooner, Commodore Thellusson started with us, that gallant officer thinking, very prudently, that perhaps it would be as well to look after his giddy children of the canvas backs when they got fairly adrift upon the ocean. The Galatea was under all plain lower canvas, both gaff topsails, staysail, jib, and flying jib; Marina was under all plain lower canvas, with a narrow square topsail for turning to windward; Ella was under all plain lower canvas, main gaff topsail, staysail, jib, and flying jib; Julia, plain lower canvas, narrow headed square gaff topsail, and mizen; Leonore, plain lower canvas, both gaff topsails, staysail, jib, and flying jib; Gleam, plain lower canvas, main gaff topsail, jib, and flying jib; Wanderer, plain lower canvas, main gaff topsail, main topmast staysail, staysail, jib, and flying jib.

At 11h. 20m. the Wanderer's main gaff topsail tie appeared to have gone, and the topsail came down on the cap. At the same time the Ella housed her fore topmast; Galatea and Marina took a tremendous start, and sailed right away from us, Marina and Leonore wetting their

canvas. At 11h. 38m. the fleet were abreast of Osborne House, the Galatea 1, Marina 2, Ella 3, Julia 4, Leonore 5, Gleam 6, Wanderer last; at 11h. 53m. Galatea and Marina tacked to port on the starboard tack off Cowes. Ella was beautifully handled here by her sailing master, Mr. Grainger; she lay down on one board close along the land, and at 11h. 55m. she had weathered all the vessels save the Marina, and took the second place off Cowes Castle. At 12h. 1m. she tacked to port on the starboard tack, Marina just ahead of her; the Marina, Ella, and Galatea worked short tacks along the shore off Egypt Point, to get the slack or eddy tide that sometimes favours the children of that land. Galatea took in her fore gaff topsail; the Witch was not looking close enough to the wind, there was some obstruction to a clear view ahead of Mother Shipton, and at last it was discovered to be this identical topsail.

At 12h. 10m. it was really the most magnificent sight we ever witnessed, a nice working breeze, bright sun, and the fighting flags lying down to their work in right earnest. The Marina still led, Ella 2, Galatea 3, Julia 4, Leonore 5, all in Indian file. The Aline stood across and tacked under their lee; at 12h. 25m. Julia forced a passage through the Ella's lee, the Leonore being on the Hants shore, standing over for the Wight on the starboard tack. At this time the pretty Amazon, Vice-commodore Smith, of the Royal London Yacht Club, appeared in the midst of us, where she came from was a mystery: the owner himself we could not see on deck, but his representative was there, and the manner in which she was handled reflects great credit upon him. Then we had Queen Mab, Major Williams; the Little Ellen, schooner, the younger sister of the Leonore, and, like a little mermaid incarnate, the Little Ellen flew along. At 12h. 30m. Leonore weathered the Julia on the starboard tack, and put the Ella about. Galatea shortly after tacked on the weather quarter of the Ella. At 12h. 40m. the Leonore, Ella, Galatea and Julia all tacked to starboard on the port tack off the Gurnet Ledge buoy. This, perhaps, was one of the most beautiful incidents of the whole.

At 12h. 50m. off the Lepe buoy the vessels stood thus:—Marina 1, Julia 2, Galatea 3, Leonora 4, (both abeam), Ella 5, Gleam 6, Wanderer 7: at 1h. 10m. Julia walked past the Galatea to windward, both being on the starboard tack standing for the Wight. Then the Galatea tacked to starboard on the port tack, and the Julia paid her the gentle attention of tacking upon her quarter. At 1h. 16m. Leonora tacked to starboard on the port tack in Ella's headway, and again the Julia passed the Galatea, the Witch not appearing to sit easy on her broom-

stick. At 1h. 18m. the Ella tacked to starboard; at 1h. 40m. Julia again weathered the Galatea, fighting her gallantly; Ella and Leonore also engaged yardarm and yardarm; at 2h. p.m. Ella weathered the Leonore on the starboard tack; at 2h. 10m. we passed through Fiddlers' Race, off Yarmouth, where all the poor elbow shakers were drowned once upon a time, and ever since that pretty race goes by the romantic name. Going through this race we stood thus:—Marina 1, Julia 2, Galatea 3, Ella 4, Leonore 5, Gleam 6, Wanderer 7. Had Michael Ratsey been present, he would have smiled most graciously to see the children of his brain, that veteran yacht-building brain, leading such a noble fleet.

At 2h. 50m. we were up with the Needles, and here Ella mastered the Leonore at last. A whole fleet of coasters were at this time beating out through the passage of the Needles, which caused much perplexity to the racing vessels that did not like to be put out of their way. A splendid breeze sprang up at 3h. p.m. but it was dead on end for us. Our courses were: Port tack N.W., Starboard tack S.S.W.; working in 10 points were the schooners, but the Marina was making short work of it, she was doing it in less than 8 points! At 4h. 5m. Ella hauled down her main gaff-topsail, and housed her main topmast. At this hour we stood thus:—Marina 1, accompanied closely by the Aline, Commodore Thellusson; Julia and Galatea together, Julia leading; Ella 3, and Leonore 4. Gleam began to overhaul rapidly, bringing up a fresh breeze, and a very life-like movement in the sea. At 4h. 25m. we crossed Poole Bay; at 6h. p.m. Gleam weathered the Ella; at 7h. 35m. there was a nice fresh breeze, and we were on the port tack, lying in for the Bill of Portland. We were alone, for every ship had stood out to sea on the starboard tack.

Friday, August 15th.—At 4h. 30m., a.m., Ella set her fore-and-main-gaff-sails, and discovered the Gleam and Leonore alongside of her to leeward, Leonore leading, also having her fore-and-main-gaff-topsails set: at 6h. 30m., we were abreast of Lyme Regis, Leonore abeam of the Ella to leeward, and the Gleam on her lee quarter about four miles astern; there were two vessels upon the horizon astern, but our binoculars could not reach them. At 7h. 40m., there was a very hazy appearance in the southward and westward—all for heat, heat, heat! A large ship bore from us S.S.E.; she looked all over like the Phantom ship that haunts the Hope: at the same hour we made out off Exmouth a schooner and a cutter or yawl with mizen housed on our lee bow, bearing from us N.W. by W.; we supposed them at that time to be the Galatea and Julia. The Leonore was on the lee quarter of the Ella, and the Gleam astern

of her. The schooner off Exmouth set a large main-gaff-topsail: at 8h. 5m. the Ella set her balloon jib: at 9h. 30m. the Gleam ranged up beam and beam with the Ella; and then it was rumoured over the ocean that a schooner close in with the land, and a long way astern of the Ella, was neither more nor less than the Galatea, and that the Julia was close by her. The murder was out now. Our Exmouth friends were the Aline and Marina. The Gleam passed the Ella to windward, going very fast; there was a slight southerly wind, and balloon canvas arose on all sides like magic. The vessels stood thus:—Marina and Aline, No. 1, close in by the land; Gleam, Ella, Leonore, Galatea, Julia; the Wanderer bore up.

At 10h. 30m. it was nearly flat calm, and the sun fearfully hot; the Gleam, Ella, and Leonore set their square fore-topsails; the red sandstone cliffs of Exmouth looked like vermillion in the sun, and for a precious long time we saw them on that day. At 11h. 10m., just calm, Leonore, Gleam, and Ella all abeam of each other, off Exmouth, caught by the flood tide, the three dainty beauties of the sea saluting each other most courteously, and issuing invitations to an ocean dance the moment the breeze would lift the ball room curtain.

At 11h. 40m. the Galatea fairly electrified us by appearing on our lee beam, under a gigantic main-gaff-topsail, and *such* a balloon jib—if all the balloon jibs in the fleet were rolled into one they could not approach it; and then that Witch too—she positively seemed to grin, and her broomstick gave several severe kicks! At noon there were sixty sail of merchant ships all round us: at 2h. p.m., off Dawlish, we passed a Portuguese man-of-war: at 2h. 30m., Gleam, Leonore, and Ella took in their square fore-topsails; at the same time the Julia came along in same vein of wind that the Galatea had left behind her. She ran up abeam of the Ella to leeward. There was a dark sky ahead, dark and low, with light, misty clouds rising. The vessels stood thus:—Marina 1, Aline alongside of her, Galatea, Gleam; Ella, Leonore, and Julia abeam of each other. At 5h. 40m. the Julia tacked to port on the starboard tack in the headway of the Ella, the Ella standing in for Teignmouth. Scarcely an air of wind. The vessels stood thus Marina 1, Aline alongside of her as of old, Galatea 2, Gleam 3, Leonore 4, Ella 5, Julia 6. There was at this time a most extraordinary appearance in the sky to windward. It was dark almost to blackness, throwing a shadow far along the waters that the rays of the strongly shining sun appeared to have no effect upon. At 6h. we were off Torquay, Gleam with her squaresail yard still aloft, Ella and Leonore with theirs cock-billed. A curious speculation now arose as to whether it was to be wet or wind, or

both: at 6h. 45m., we were off Dartmouth; the sky cleared up, and everything angry looking disappeared; the night lights now began to appear; green on the starboard, red on the port side, and white in the binnacle; in fact the sea began to wear a most lively evening aspect; at 11h. 45m. we were up with Start Point, and here we must be permitted to say that the last we saw of the fleet that evening was as follows:—Marina, Aline flirting with her, Galatea, Gleam, Leonore, Ella and Julia.

Saturday, Aug. 16th.—This morning began with a hazy atmosphere, and very chilly. The Leonore passed the Ella; the wind was N.b.W., and a wonderful change has come o'er the spirit of the scene; a wonderful sight did that scene present. The West End of Plymouth Breakwater was passed in the following order and times:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Marina.....	3	35	0	Leonore.....	4	26	30	Gleam.....	4	27	10
Julia.....	4	10	0	Ella	4	26	50	Galatea.....	4	27	45

In addition to the stakes of £35, Mr. Morice also won a sweepstakes of £20, in which strange to say he drew his own vessel.

LOWESTOFT REGATTA.

THE time chosen (August 5th,) for this regatta was unpropitious to its success in respect to the attendance of yachts, as the expected revels at the Isle of Wight had thinned the Thames of its seagoing craft, therefore the yawls and local yachts constituted the racing fleet at this port. The programme was very good for the occasion, and the amount specified excellent. There was a numerous attendance of company, which aquatics on the East Coast will always command. The weather on land was far more pleasant than afloat, for the sea was boisterous, and Father Neptune bestowed his favours rather ungallantly on the crinolines of the South pier, and much merriment was occasioned by now and again a heavy shower of the briny, which drove our pretty country lasses at railroad speed before it. But like true English they again returned to the charge. Our only fear was they would be swept into the Ocean's depth, or carried balloon fashion into mid air. It blew—aye, so awful, that one venerable gentleman had to hold on his head piece with both hands to prevent the scalp knot from being carried away, and more than one young lady had to curtsy to master Boreas to prevent the tricks he plays with umbrellas from being practised on their pretty persons—Oh! fie.

The sea and wind betokened rough work for the craft and wet jackets

to their crews; at one time it was feared the boats would not be able to arrive—but in one or two instances the steam tug was of valuable assistance. One yacht the *Rocket*, of Harwich, in standing out of the harbour, met with rather an alarming accident, her mast going by the board with as much ease as one would snap a carrot. However, her crew set to work with a will, and getting in the broken stick, they rigged a jury mast, and made the harbour again without assistance, where she laid inactive, amid the sympathy of those on shore.

The first prize was a purse of twenty-five sovereigns for yawls, from all parts. Four to start or no race. Half-a-minute per foot allowed for difference of length. First yawl to receive £13; second £8; third £4. No entrance fee. First yawl to pay 15s.; second, 10s.; third 5s.; towards the funds of the regatta. *Eclipse*, 54 feet; *Thought*, 48 feet; *Bittern*, 49 feet; *Greyhound*, 45 feet.

The course was sailed over three times, and formed two triangles with their bases parallel to the beach—making about 15 miles. The gun was fired at 12h. 48m., and a good start was effected, the *Bittern* with the lead, the *Greyhound* so close on her quarter that she soon wrested that from her, and kept it for two rounds, *Eclipse* also passed the *Bittern*, which having fallen into the rear did not recover her former position in the second round, altho' both she and *Eclipse* did their best to overhaul *Greyhound*. On passing the pier the second time, the *Greyhounds* appeared to consider the race ended, but seeing the other boats stand on suddenly awoke to their mistake, but to their regret too late to repair the evil, and the race was ended thus :—*Eclipse* first, *Bittern* second, and *Greyhound* third.

The second prize was the Eastern Counties Railway purse of twenty sovereigns for yachts, not exceeding 20 tons (Royal Thames, or Royal London Yacht Club measurement). Entrance Fee, 10s. 6d. Three to start or no race. Half-a-minute per ton allowed for difference of tonnage. The following started :—

Numbered as in Hunt's Yacht List for 1862.

No.	Names of Yachts	Rig	Tons	Owners	Builders
90	<i>Bessie</i>	cutter	9	J. H. Hedge, Esq.....	Harvey
1094	<i>Violet</i>	schooner	9	P. Bennett, Esq.	Aldous
615	<i>Little Yankee</i>	schooner	12	Capt. Cholmondeley	Halliday

The *Undine* 10 tons, E. Everard, Esq., belonging to Harwich, was entered but did not start.

The course as before, but sailed over four times. The start took

place at 1h. 15m., the Little Yankee leading, with the Violet next, and Bessie a good third, between which latter two vessels the race was eventually centered, as before the first round was finished they had both passed the Yankee, each evidently meant to try her best to win. Much interest was caused by the well-known fame the Bessie had acquired in many a well fought battle on the Thames. It was not till contesting the third round that Bessie could take first place, and notwithstanding the Violet's temerity in carrying a topsail she was forced to succumb to the sancy "Thames Champion," the third round being finished thus:—

	h. m. s.		h. m. s.		h. m. s.
Bessie.....	3 1 10	Violet.....	3 1 20	Little Yankee....	3 5 10

Now came the final round, and the position of Bessie, with so determined a rival at her heels, was perilous in the extreme. However regardless of sea or wind she cracked on, and the excitement was now at its height. Many opinions were offered and some bets made as to the result, however, Bessie soon put all doubts at rest by gradually drawing ahead, and after a most excellent race finished thus:—

	h. m. s.		h. m. s.		h. m. s.
Bessie.....	3 36 25	Violet.....	3 38 0	Little Yankee....	3 41 5

Thus Bessie was hailed the winner with near four minutes to spare.

The third prize was a purse of 3 sovs. for local river yachts, (cutter or latteen rigged.) Entrance fee, 10s. 6d.; half-a-minute per ton allowed for difference of tonnage. Norfolk and Suffolk Yacht Club measurement. The first to receive 20 sovs; second 10, third 5. The following started:—Wanderer, 14 tons, J. L. Barber, Esq.; Red Rover, 14 tons, S. Nightingale, Esq.; Rover, 15 tons, T. Palmer, Esq.

The committee for some time debated the desirability of proceeding, but, after a good deal of discussion, it was agreed that the match should come off, the distance sailed being reduced, however to two rounds. The start was effected at 5h. 1m., and from the first it was evident that Mr. Barber would add another to his many recent triumphs, (he has won seven prizes in succession of late.) The distance sailed was the same as in the preceding match, and the Wanderer led from the first, the Red Rover, keeping the second place. The yachts, which had rarely been exposed to more severe sea service, closed the first round thus:—Wanderer, 5h. 44m. 35s., Red Rover, 5h. 45s. 17s., Rover, 5h. 46m. 35s.

It will be seen from these figures that they did not make such way as the rather smaller craft, which had competed earlier in the day, and they were still longer in going over the second round, towards the close of which the Rover overhauled the Red Rover, thus winning the second

prize. Time:—Wanderer, 6h. 32m. 5s., Rover, 6h. 34m. 45s., Red Rover, 6h. 35m. 47s.

Mr. Barber was loudly cheered on thus winning his eighth consecutive prize this season.

The fourth prize was a purse of 7 sovs. for sailing punts, not exceeding twenty-two feet on the keel. No entrance fee; half-a-minute per foot allowed for difference of length. The first boat to receive £4, second £2, and third £1. Five craft started for this; the Amity came in first, Bruce second, and Omega third, beating Gazelle and Coriander.

The next prize was a purse of 10 sovs. for six-oared gigs, manned as they pleased. No entrance fee; first boat £6, second £3. The Sturgeon, (Yarmouth,) Jenny Lind, (Lowestoft,) and I'll Try, (Lowestoft.) Several other boats were entered, but were not able to arrive in consequence of the weather. The Contest was named as the Yarmouth boat, but having met with an accident in launching, the Sturgeon took her place. I'll Try at the start was a length a-head, but her crew struck out so wildly and splashingly that she speedily succumbed. The rowing of the Yarmouth crew was much admired for its steadiness and length of stroke, which told eventually, for though apparently not making half the efforts of the Lowestoft crews, the Sturgeon drew away, rounded the northward buoy first, and gradually increased her distance. After passing the buoy to the south, Jenny Lind put on a tremendous spurt, and gained a length or two on the leading boat, but being unable to keep it up lost by a dozen lengths.

A match for four-oared ships' boats which was won by the William's boat, Lowestoft, terminated the regatta. Prizes were offered for pilot cutters and a sculling match, but there were no entries. During the afternoon there was a duck hunt in the harbour, and a descent in a diving bell.

PORT OF PLYMOUTH REGATTA.

THE Royal Western Yacht Club of England and the Port of Plymouth Royal Regatta came off on Tuesday and Wednesday August 19th and 20th. This meeting has generally been fixed a week later, and held in honour of the late Prince Consort's birthday; and this year it was seriously considered that, as Her Majesty, through Colonel Phipps had signified her intention not to patronise either races or regattas this year, and that consequently, the cup usually given by the late Prince Consort would be withheld, whether it would not be a graceful act to postpone the Regatta; such proceeding being thought to be in accordance with

the wishes of Her Majesty. This being the feeling entertained by the members of the Royal Western Committee, and there being also this circumstance to be taken into consideration, that the Club Regatta Fund was not in so flourishing a condition as in former years, the proposition was made to the town committee that the regatta should not be held ; however, the town committee, having considered the matter in all its bearings, and having a considerable sum in hand, declined to adopt the course proposed.

The Regatta was, therefore, fixed, but the gentlemen on the Regatta Committee of the Club, who had hitherto worked most harmoniously with the members of the Town Committee, and had rendered efficient aid in carrying out the arrangements, declined to act this year, and this consequently, entailed the necessity of appointing another committee; and instead of such yachtsmen as Capt. Bacon, Capt. Tracey, J. C. Thierens, Esq. and others, two Volunteer officers Capt. Collier, (2nd. Devon), Capt. Rodd, (16th Devon), and Capt. Tomlinson were nominated to carry out the arrangements in conjunction with the Town Committee, which was composed of the following gentlemen:—W. Derry, mayor, chairman ; Mr. R. J. Shurlock, vice-chairman ; Mr. J. Skurdon, treasurer ; Mr. W. L. Kelly, secretary; Messrs. J. Shapcott, C. Rae, W. Ranmore, H. Smith, P. Rawle, J. Cumming and R. Hocking.

On the first day the weather was magnificent, a smart breeze blowing from the south-west, with a beaming sun overhead, the scene on all sides was a glorious one. The slopes of the Hoe were literally covered with spectators, and every available height in the neighbourhood had its visitants. In the Cricket-field adjoining the Hoe a bazaar was held in aid of the funds of the 2nd Devon Rifles, and Capt. Collier the chairman of the Club Committee was compelled to devote his attention almost, if not entirely, to the management of the bazaar and the other numerous amusements, which had been provided for the land-folk. Thus the regatta and the bazaar coming together a more than usually large concourse of visitors from the neighbouring towns came by the several railways. Plymouth Sound was covered with yachts, and many an old yachtsman viewed the sight with pleasure, for such an assemblage of craft of all sorts and sizes has never before gladdened the eyes of the Plymouthians. This large gathering is to be accounted for by the fact that there is nothing doing at the eastward, and that the regattas of Torquay and Dartmouth so closely follow this fixture.

The gun to prepare was fired at 10^h 30m. and the various yachts not intending to take part in the races of the day shifted their positions so as not to interfere with the day's sports. For the prize of 60 sovs.

given by the club, no less than six cutters were entered, and, what was somewhat surprising, they all took up their buoys at the time appointed, there being no absentee. Included in these six were the suspicious names of Audax, Glance, Osprey, and Christabel, and opinion was pretty equally divided as to the respective merits of these yachts, although the Audax has the reputation of exceeding good luck at Plymouth, and this luck, as it is termed, was confirmed by the fact that she walked off with the two principal prizes that year, one on each day. The yachts took up their stations in the following order for the first race.

Prize of 60 sovs.; being 50 sovs. for the first vessel, and 10 sovs. for the second, to be sailed for by cutters above 20 tons, o.m., belonging to a royal yacht club.; time, half-minute up to 50 tons, and a quarter of a minute above; entrance two guineas; four to start or no race.

Numbered as in Hunt's Yacht List for 1862.

No.	Names of Yachts	Rig	Tons	Owners	Builders
59	Audax.....	cutter	59	J. H. Johnson, Esq.	Harvey
464	Glance	cutter	35	A. Duncan, Esq.	Hatcher
	Crusader	cutter	30	J. Hadin, Esq.	Fife
780	Osprey	cutter	59	E. W. Nunn, Esq.	White
653	Marina.....	cutter	65	J. C. Morice, Esq.	Rataey
162	Christabel.....	cutter	48	H. H. Kennard, Esq.	Aldous

The starting gun was fired at 10h. 50m. 10s., the course being from the buoys in a line with the committee vessel through the western channel of the Breakwater, round a mark vessel off Penlee Point, thence to another off the Mew Stone, returning through the eastern channel of the Breakwater, rounding the Cobbler buoy, and round the committee vessel; everything to be left on the port hand; three times round. As soon as the signal was given to start, the Glance, being the weathermost was the first on her legs, and until she ran clear of the others very little way was made by them. Audax was the last to move away, and for about five minutes she hung as by a spring, and considerable surprise was evinced at the delay. Before however a second tack was made the saucy Audax had shown a clean pair of heels to all, going by the Glance and Osprey, and in running out through the western channel a splendid race ensued; but here Audax must have been well managed, for when she again hove in sight, after rounding the Mew Stone buoy, she had distanced everything, and at first it was thought to be one of the numerous craft cruising about. When she rounded the committee boat she was so much ahead that the race for first place was virtually decided, the Osprey which is of the same tonnage, being 4m. 48s.,

behind, the Glance being 5m. 3s. behind the Osprey. The Christabel was only 1m. 54s. behind the Glance, and as the other boats, the Crusader and Marina, had a long stern chase, the race for the second prize was confined to Osprey, Glance, and Christabel, the former having to allow time to each, and the Christabel having to allow Glance 6m. The Crusader gave up after the first round, and the Marina after the second. In the second round the Audax had gained more than two minutes on the Osprey, but in rounding the committee vessel she lowered her sails, having misunderstood the instructions, believing the course was to be gone over twice only, and not three times. She was hailed to go on, but as she had run in under her balloon it was found impossible to get it in. This now retarded her progress, and she moved so slowly that the Osprey was rapidly overhauling her, and having doubled her time on the Glance, her position was improved, but, unfortunately, when outside the Breakwater, the Osprey ran into the mainsail of the Gazelle, the winning trawler, and carrying away her bobstay, hauled down her flag and came in at 5h. 15m. In coming round the vessel the last time Christabel was 1m. 27s. behind the Glance, and the owner of the former hailed the committee, protesting against the Glance, on the ground she had fouled a buoy, but up to seven o'clock no written protest had been received. The following is the time of the final round:—

	h. m. s.		h. m. s.		h. m. s.
Audax.....	5 35 33	Christabel.....	6 1 53	Glance	6 3 25
The others were not timed.					

A prize of 30 sovs. for trawlers, to carry all trawl gear, given by the town; open to all England; first prize a cup of 5 sovs., and a sum of twelve, second 8 sovs., third 5 sovs.; four to start or no race; old register tonnage, half-a-minute per ton; no entrance fee; the following started:—Gazelle, Baron, Harriet, and the Queen and Craft.

The course was the same as in the last race, but twice round instead of three times. The Harriet was allowed five minutes by each of the other boats. The Queen and Craft had the weathermost berth, the Gazelle next, and the Baron to leeward. The Baron has hitherto carried all before her, and the Gazelle being a new boat, the interest was centred in the two, it being known for certain that the Baron had nothing to fear from the others. The boats did not start until 12h. 18m. There was little difference in the start, but before the Western Channel was reached the Gazelle and the Baron were manœuvring to outdo each other, and for once the Baron met more than her equal, and was thoroughly beaten. Time :—Gazelle, 5h. 52m. 28s. ; Baron, 5h. 59m. 32s. ; Queen and Craft, 6h. 9m. 18s. ; Harriet, 6h. 14m. 30s.

The Harriet had five minutes allowed from the Queen and Craft, and the latter therefore won the third prize by 12 seconds only.

A silver cup of the value of 25 sovs. was offered by the Commodore, the Right Hon. Earl Vane, for which the Albertine, Violet, and Silver Fish schooners entered, but owing to some hitch it did not come off. The course fixed was to have been twice round the Eddystone without a pilot.

A prize of £25, given by the several steamship companies trading to the port, open to yachts of 14 and not exceeding 20 tons; time half a minute per ton; three to start or no race; entrance £1.

Numbered as in Hunt's Yacht List for 1862.

No.	Names of Yachts	Rig	Tons	Owners	Builders
839	Quiver	cutter	12	Capt. Chamberlayne	Owner
293	Ellen	schooner	15	R. B. Hesketh, Esq.	Halliday
406	Folly	cutter	12	W. L. Parry, Esq.	Payne
1075	Vampire.....	cutter	20	Capt. Commerell	Hatcher
311	Fire Cloud.....	cutter	14	J. Mansfield, Esq.	Owner

The start took place at 12h. 58m. 45s.; and a prettier sight could hardly be witnessed. The little boats were under weigh simultaneously, and were beautifully handled. Folly had the windmost berth, and gradually forged ahead, with Vampire and Quiver almost on her beam. The little Folly gradually increased the lead she had obtained, and as these three yachts were equally well sailed, and each maintaining her relative position to the end of the race, there is little to describe. Time at finish.

	h. m. s.		h. m. s.
Folly.....	6 14 42	Quiver.....	6 21 20
Vampire	6 15 48	Ellen.....	5 48 6

The next match was for a cup presented by Mr. Newcombe of the Theatre Royal, open to yachts of 10 tons and under. Time—half a minute per ton.—The following cutters entered—Glide, 10 tons, W. Shilston, Esq.; Ida, 10 tons, R. Hocking, Esq.; Enigma, 10 tons, J. C. Pope, Esq.

The start took place at 3h. 40m., the Glide having the best berth, Glide and Ida were both on their legs at once, but the Enigma lay like a log, and it was evident that the alterations which her owner had recently made had not improved her as a sailing craft. For many years past this prize has been confined to these three vessels, no other boat being entered against them, and scarcely a year has passed but one or the other has undergone some kind of alteration, the jealousy existing

between the rival owners to carry off the prize being very strong. Mr. Hooking appears, however, to have discovered the "rightful thing," and was confident that he should carry off the cup for the third year in succession. He was closely run by the *Glide* in the first round, but in the second he was almost alone.

A prize of 5 sovs. by Watermen's boats was won by the *Royal Mail* beating three others. The sports ended by a rowing match between eleven boats.

Second Day.—From the number of entries in every class for the matches, good sport was expected, and all that was wanted was a good strong breeze, so that there might be some real fun. The morning broke gloomy, and as there was hardly a breath of air stirring, things presented an aspect far from cheerful. The start was fixed for eleven o'clock, but the committee delayed firing the gun until an hour later, in the hope that a breeze would favor the yachts, but this proved a vain wish, and at eight minutes past twelve the gun was fired, when the following craft got off for a prize of 80 sovs., given by the town, being 60 sovs., for the first vessel, and 20 sovs., for the second, for schooners above 20 tons belonging to members of a R.Y.C. and carrying the Admiralty warrant; time, half a minute per ton up to 50 tons, and a quarter of a minute per ton above; entrance 2 guineas; four to start or no race. The following entered :—

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders
502	Flying Cloud.....	schooner	74	Count. E. Batthyany	Inman
174	Circe	schooner	125	D. Richardson, Esq.	Steele
521	Iolanthe.....	schooner	83	H. Bridson, Esq.	Archibald
929	Silver Fish	schooner	28	G. Jessop, Esq.	Blanshard
1093	Violet	schooner	32	J. R. Kirby, Esq.	Aldous
293	Ellen.....	schooner	19	R. B. Hesketh, Esq.	Halliday
15	Albertine	schooner	156	Lord Londesborough	Inman
420	Galatea.....	schooner	143	T. Broadwood, Esq.	Hansen

The *Silver Fish* had the weathermost berth, and was the first to get away, closely followed by the *Flying Cloud*, which rapidly overhauled the *Silver Fish*. The rest scarcely moved for some time, but after a few hours had elapsed all managed to "drift" into Cawsand Bay, for sailing in a dead calm was out of the question. Early in the afternoon it became evident that the conditions of the committee, requiring them to go twice round (although this was reducing the distance, three times being almost invariably required), could not be carried out, and it was then suggested that the matches which were not completed by half-past

eight should be sailed again. The committee waited on board until a late hour, and this was subsequently agreed to by the owners of those yachts.

We should mention that Earl Vane's cup of 25 sovs., which was not sailed for on the previous day, owing to not agreeing to terms, should be sailed for with the town prize, with the understanding that it should go to the first in of the smaller vessels, but not to take both prizes.

A prize of the value of 25 sovs., was given by P. C. Lovett, Esq., owner of the schooner *Mirage*, for cutters, to be sailed by their own crew, no extra hands to be employed. The following started :—

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
468	Glance	cutter	35	A. Duncan, Esq.	Hatcher
283	Echo.....	cutter	36	G. Putland, Esq.	Wanhill
	Pauline.....	cutter	35	Col. Hogge	

This was to be a time race of half a minute per ton, but Mr. Nunn, who had entered *Osprey*, refused to agree to more than a quarter, so that much time was wasted before he would acquiesce in the original time, and then it was too late for his vessel to take her position ; consequently the others started without her. This match was not completed in the prescribed time, therefore was appointed to be re-sailed on the following day.

A cup value 10 sovs., presented by Mr. Pearce, of the Royal Hotel, for pleasure boats was won by the *Whisper*.

A prize of 15 sovs. was divided between hookers, for which eight craft started. A purse of 8 sovs. was given by the tradesmen of the club to pleasure boats, and 6 sovs. for ships cutters. The day being concluded by a rowing match for five tankards, presented by Mr. Harvey, Hotel, George Street.

Third Day.—The wind this morning was very light from the north-west when the yachts got at the buoys. The first race that was started was for Mr. Lovett's Cup. The *Pauline* having withdrawn, it was confined to the *Echo* and *Glance*. *Glance* took up the weathermost buoy, and made a good start at 9h. 45m. They ran out in fine style before the wind, *Glance* gradually drawing on her opponent until rounding the western mark-boat, when the time was, *Glance* 11h. 15m.; *Echo* 11h. 18m. 30s. In reaching to the eastern buoy *Glance* lost her lead, *Echo* rounding the boat two minutes ahead. They rounded the Committee vessel the first time thus: *Echo* 12h. 49m. 30s.; *Glance* 12h. 50m. 5s.

They were now becalmed until within a mile of the breakwater, when a smart breeze sprang up from south-west, and some sharp work now began between them. They were within speaking distance all the way until the eastern mark-boat was rounded, and in running in, the *Glance*, which had gained in the reach, drew ahead, the prize seeming to be hers for certain, but just before coming to the Cobbler buoy the wind died away, the *Echo* then coming up was enabled to reach the buoy, which the *Glance* failed in doing, and the former having to allow the latter a-half minute, the prize was lost by 16 seconds. The time was, *Echo* 5h. 59m. 19s.; *Glance* 6h. 0m. 5s. There was some doubt about the measurement of the *Echo*, and to settle the matter it was agreed that both yachts should be measured at Torquay.

For the Town prize, combined with Earl Vane's Cup, all started as on the previous day with the exception of *Circe*, *Iolanthe* and *Ellen*, these, together, with about twenty others having sailed for Torquay. The *Silver Fish*, *Flying Cloud*, *Albertine*, *Galatea*, and *Violet* started at 10h. 50m. 0s. *Flying Cloud* was first on her legs, and soon after 11h. they were under Picklecombe Fort, Mount Edgcombe, *Flying Cloud* spanking ahead in splendid style, *Albertine* and *Galatea* a quarter of a mile to leeward, stem and stern. In Cawsand Bay *Galatea* passed through *Albertine's* lee, *Flying Cloud* and *Galatea* drew away from the rest throughout the remainder of the race, *Albertine* gave up soon after the first round. On coming inside the breakwater in the second round, the *Flying Cloud* was leading, but the wind served her as awkwardly as the *Glance*, and she lost her position. Time of finish:—

	h.	m.	s.		h.	m.	s.
<i>Galatea</i>	4	36	8		<i>Violet</i>	5	2 18
<i>Flying Cloud</i>	4	37	9		<i>Silver Fish</i>	5	19 2

Flying Cloud thus took the first prize by time, the *Violet* £20 of the Town money, and the Commodore's Cup.

The next race was between the *Ida*, *Enigma* and *Glide*, the start, a good one took place at 11h. 40m. It was evident the *Ida* would have no difficulty in achieving another victory over her opponents, which were the same as on the first day. The times were:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.	
Ida.....	3	44	35		Enigma.....	3	50	0		Glide.....	4	2

ROYAL ST. GEORGE'S YACHT CLUB MATCH.

A PRIVATE match came off on Wednesday, July 28rd, between the *Enid*, cutter, 57 tons, F. Scovell, Esq., and the *Æolus* cutter, 62 tons, C. T. Couper, Esq.; each vessel steered by her owners, both members of the club.

The cruise was to be from Kingstown Harbour round the Kish Lightship, and back round the Wellington revenue cruiser; time to be allowed on the scale used at the late regatta, which gave the *Enid* 1m. 30s. Opinion was pretty evenly divided as to the result, but the general impression seemed to be that the time allowed would prove too great in so short a course, 16 miles, and that the *Enid* would at least save hers from her rival. The day was fine, with a light breeze from the S.E., which became fitful and uncertain flying about in snatches, now to the southward, then to the eastward, and the water like a millpond, altogether unfit for testing the real capabilities of two such powerful cutters.

At 12h. the two rivals were seen at their respective stations, each having secured amateurs on board in addition to their own well tried crews. *Enid* having won the toss, took of course the weather side, and with considerable gumption tacked on to a buoy which lay handy, no inconsiderable advantage as it proved. At 12h. 21m. the Rear-commodore who kindly officiated as starter, gave the signal to prepare, and at 12h. 26m. a second gun set them free. The wind was then exceedingly light, and the *Æolus* having the tide and being a heavy vessel did not gather any way for two or three minutes, while the *Enid* being to windward, and hauling well on her spring, shot ahead, and at once established herself fairly on her opponents weather. Both were under their largest working topsails and jibs, presenting a beautiful picture from the pier-end, as both luffed well up to beat out a dead noser of eight miles to the Lightship. *Æolus* tried hard to rattle through the *Enid*'s lee, but her wary skipper Mr. Plunkett, was a great deal too knowing to be thus caught, and keeping her a good full very soon placed a great deal more water than was pleasant between them. *Enid* going like a bird, both over-reaching and weathering on her rival. It was tack and tack for some time, *Enid* going about every time on *Æolus*'s weather, and holding her in a firm grip, which appeared there was no chance of shaking off; at last, however, with more chivalry than prudence, she let her go, and while *Æolus* reached the southward on the port tack, *Enid* held a good reach across the bay, hoping to come out and weather the Kish on the next board. The race now became exceedingly interesting, and from the way in which the wind kept veering and changing it was difficult to say when each tacked again which was the weather vessel, and a very slight flaw would have given either a decided lead now; *Æolus* would look well up for the ship, while *Enid* would fall off and appear to be coming right down to her opponent, then round would go the wind to the eastward, and *Enid* would recover her advantage, while the *Æolus* in her turn would be pointing far to leeward of her course. *Enid*'s luck, however was in the ascendant, and as they went out the wind steadied to the eastward, and she came gallantly down to her

antagonist's water-head, reached and weathered her, and away round the ship at 2h. 9m. 0s., *Æolus* following at 2h. 13m. nearly. It was now out balloon jibs and foresails, and away before it to harbour; and here the *Æolus* began to join fast, running her opponent 1m. 25s. on the way back; but it was too late, to say nothing of the time allowance, and *Enid* went in a gallant winner at 3h. 4m. 46s. *Æolus* following at 3h. 6m. 53s.; the former receiving a hearty cheer from the crews of the several yachts at anchor in the harbour, with whom her owner is a great and deserved favourite.

Both vessels are beautiful specimens of the first class racing cutter; both were built last year for their respective owners, one by Wanhill of Poole, the other by Young Wull Fyfe of Fairlie, on purpose to contend at the various regattas: they are sailed regardless of expense or trouble, and the only pity is that both could not win.

CLYDE MODEL YACHT CLUB MATCHES.

THE first meeting of this Club took place at Dunoon on Saturday, 5th July, with weather favourable for the small yachts belonging to the members. In the early part of the day fears were entertained lest, from an absence of wind, the races might be uninteresting or protracted to weariness; but about mid-day a stiff north-east breeze sprang up, which proved quite strong enough for yachting purposes, and placed the success of the regatta, so far as dependent upon the elements, beyond doubt. The Hon. G. F. Boyle officiated as Commodore on board his new steam yacht, the *Valetta*, where a numerous party of ladies and gentlemen had assembled to witness the proceedings. The races commenced about mid-day, the various starts being effected with the utmost regularity and good order, under the direction of the Commodore and Mr. J. M. Forrester, the secretary, assisted by Mr. Richardson. For the yachts, the course was from the Commodore's barge round the Gantock's thence to Shoals Buoy, round Strone Buoy, and back to the Commodore's barge—a round and half in the first race. The course for the cutters and pleasure-boats was from the barge to Strone Buoy and back.

First Race, for yachts of 8 tons and under, a piece of plate, valued at £15 15s. Ripple, 8 tons, T. Livingston, Esq.; Pet, 6 tons, J. & R. Ferguson Esqrs. Much interest was felt in this race, the Ripple being a new boat, and her maiden race at the Royal Northern Yacht Club Regatta having resulted in her defeating the Pet. A good start was effected at 12h. 24m., the barge being passed on the first round as follows:—Ripple, 2h. 45m. 35s.; Pet, 2h. 55m. 30s.

After a good contest, the Ripple came in first at 3h. 34m.

Second Race.—There were no entries for this race, the prize being a piece of plate valued at 12 guineas. Two cutters belonging to H.M.S. *Hogue* ran; the race being gained after a sharp contest, by the cutter in charge of the First Lieutenant.

Third Race, for yachts of four tons and under, a piece of plate valued at 10 guineas. Three yachts started for this race, and arrived as follows:—

Lightning. 4 tons, 4h. 5m. 34s. ; Brunette, 4 tons, 4h. 6m. 35s. , Paradox, 3½ tons, 4h. 11m. 55s. This race was finely contested throughout, as indeed, the time sufficiently indicates, and excited much lively interest amongst those on board the Commodore's yacht.

Fourth Race, for open boats not exceeding three tons—a piece of plate valued at 8 guineas. There were six entries for this race, namely, the *Ida*, the *Chase*, the *Nautilus*, the *Maggie*, the *Jessie* and *Ann*, and the *Ellen*. After a smart race, the interest being chiefly centered in the *Maggie* and the *Jessie* and *Ann*, the former reached the goal first, followed closely by the *Maggie*. Some dispute took place as to the adjudication of the prize, in consequence of an alleged foul, but the decision was given in favour of the first boat. Several races for four-oared and two-oared boats took place during the day, one of which a punt race, was especially well contested, and was gained by the mate of the *Valetta*. The members of the committee and the officers of H.M.S. *Hogue* were entertained to dinner on board the *Valetta*.

The match for the Challenge Cup, value £40 to be won two years in succession, with £5 added, was sailed for at *Rothessay* on Saturday the 9th August. In order to induce the smaller yachts of the Club to compete, the time allowance was four minutes per ton on every 16 miles, measured in straight lines on the Admiralty Chart.

The Commodore of the Club the Hon. G. F. Boyle, officiated in his handsome new steam yacht the "*Valetta*," on board of which we observed the Marquis of Bute, General Stuart, Provost Mackirdy and party, H. H. Richardson Esq., Robert Sharp Esq., Broad Croft, A. Kennedy, Esq., the Hon. Secretary and others.

The course was from the Commodore's yacht moored off *Rothessay Pier* round the Sands moorings at *Ascog*, thence round *Toward Buoy* and *South-halls moorings*, twice round, being a distance of about 25 miles.—There was a fresh topsail breeze from the north, and the following yachts started under their largest canvas viz :—*Ripple*, cutter, 8 tons, T. L. F. Livingstone, Esq.; *Brenda*, cutter, 8 tons, D. Mac Iver, Esq.; *Azalea*, cutter, 7½ tons, J. Campbell, Esq.

The starting gun was fired at 12h. 28m. when the *Ripple* led off at a slashing rate, closely followed by the English clipper, the *Azalea* made a bad start, and seemed to be rather short handed, as a considerable time elapsed before her top-sail was set. and which ought to have been up before starting. The sight was very fine as the competing yachts led out from the bay followed by an attendant train of vessels, whose white sails shown out like a flock of sea birds on the wing.

The *Scud's* moorings were rounded as follows :—*Ripple* 12h. 48m. 30s. ; *Brenda* 12h. 48m. 40s. ; *Azalea* 12h. 49m. 40s. From this it was nearly a dead turn to windward, so topsails were doused and topmasts struck; the *Liverpool* boat here took first place, the others losing time by lying too close to the *Bute* shore, and *Toward Buoy* was rounded thus .—*Brenda* 1h. 4m. 30s. ; *Ripple* 1h. 5m. 20s. ; *Azalea* 1h. 5m. 50s. From this point the *Brenda*

gradually increased her lead although every effort was made by her opponents to recover lost ground.—In the first round the Commodore was passed thus :—Brenda 2h. 57m. 21s.; Ripple 3h. 2m. 50s.; Azalea 3h. 5m. 15s.

On rounding the Commodore they all jibed to starboard and with such spreads of canvas it must have been ticklish work. Nothing of importance occurred during the second round, and after a most exciting race which was contested to the last they came in as follows :—Brenda 5h. 24m. 5s.; Ripple 5h. 32m. 52s.; Azalea 5h. 35m. 15s. The Brenda on coming in was loudly cheered by all around, and although winner on the occasion she will not have long to sleep on her laurels, as the owners of the competing yachts are not men who will allow her fighting flag to go long unchallenged.

The skilful way in which the yachts were handled was the theme of general remark, and great interest was taken in the race, by the spectators on board the large flotilla of yachts which followed their movements during the day; among which were conspicuous the *Æolus*, R.M.Y.C., *Imogene*, R.Y.S., *Diamond*, Vice Commodore Reid, *Reverie*, Rear Commodore Powell, *Water Witch*, *Cossack*, *Swallow*, D. J. Penney Esq., *St. Kilda*, J. Couper Esq., *Fairy Queen*, *Pet*, *Bella*, and many others.

In absence of Mr. MacIver, the cup was presented in suitable terms by Commodore Boyle to — Morrison Esq., of Liverpool, who made an appropriate reply.

BUTE AND COWAL REGATTA.

On Friday, August 22nd, this regatta which had been looked forward to with more than usual interest was held in Rothesay Bay. The Stewards were as formerly, the Members for Argyll and Bute, Messrs. Campbell of South-hall, Lamont of Knockdhu, Hoyle of Kames, Provost Mackirdy, Bailie Brown, Capt. T. Savage, &c.

The sailing committee, who more immediately superintended the starting and timing of the various races were, Bailie Brown, Capt. T. Savage, Lieutenant Mackirdy, and the Secretary Mr John Mac Ewen. That enthusiastic yachtsman, Mr. Campbell of South-hall, very ably performed the duties of Commodore. On board the steamer, engaged as Commodore's barge, there was a distinguished company of the residents and visitors of the island, and by permission of the Capt. and Officers the fine band of the Buteshire Rifles was in attendance, which performed a suitable selection of music. The weather was beautiful, with a steady breeze from the westward, and the numerous yachts at anchor in the bay displayed a profusion of flags in honor of the occasion. Amongst these were the magnificent schooner *Galley of Lorn*, belonging to the Marquis of Breadalbane; the *Bonita*, E. S. Hill, Esq. Cardiff, on board of which were the youthful Marquis of Bute, General Stuart and party; the *Mavis*, G. Arbuthnot, Esq.; the *Wave*, James Smith,

Esq. of Jordan-hill; the *Reverie*, Frank Powell, Esq.; the *Diamond*, John Eaton Reid, Esq.; the *Elfin*, Colonel Scott; the *Bella*, Provost Mackirdy;; the *Vidette*, Capt. Savage; &c. &c. While on the water the scene had now become so animated, it was well responded to on shore, for from every tower, and rock, and bill, flags floated gaily in the breeze, and the shores of the bay as well as the pier were thronged with spectators.

Owing mainly to the liberality of Mr. Campbell of South-hall, who won the Commodore's cup last year, and Mr. John R. Kirby, of Colchester, Essex, the winner in the 20 ton race, the prizes on this occasion were more valuable than usual, as will be seen from the following list.

1st., for yachts under 20 tons, a cup presented by John R. Kirby, Esq., value £15, with £10 10s. added. 2nd. for yachts under 10 tons, the Commodore's cup presented by John Campbell, Esq., of South-hall, value £20. 3rd. for yachts under 5 tons a purse of seven sovereigns.

The course was to the "Shoals buoy" at Toward, thence to flag boat off South-hall and back to Commodore—twice round—starting from a heave to at second gun. At 12h. 28m., a beautiful start was effected by the following under full canvas. *Waterwitch*, schooner 20 tons, Capt. H. Sandford; *Swallow*, cutter 18 tons, D. J. Penney, Esq.; *Harriet*, cutter 16 tons, W. Ogilvy, Esq.; *Cinderella*, cutter 15 tons, A. Finlay, Esq.

The *Swallow* got off first, followed closely by *Cinderella* and *Harriet*, the *Waterwitch* being fully a minute behind on passing the barge. Between the *Swallow* and *Cinderella* the contest was very close, and altho' the former kept her lead during the first round, on the completion of the second they were timed thus:—*Cinderella*, 4h. 40m. 45s.; *Swallow*, 4h. 40m. 46s.; *Harriet*, 4h. 45m. 32s.

The *Cinderella*, besides being one second ahead of the *Swallow*, had to be allowed 1½ minute for difference of tonnage, and was accordingly declared the winner.

In the second race the following were the entries—the *Ripple*, 8 tons, J. B. Livingstone, Esq.; *Azalea*, 7 tons, J. Campbell, Esq., and *Brenda*, 8 tons, D. Mac Iver,—all cutters. The *Ripple* shortly before the starting gun was fired carried away her bowsprit, but the *Azalea* and *Brenda* got off well together at 12h. 40m. 30s. The *Brenda* passed the barge after the first round at 2h. 48m., and the *Azalea* at 2h. 51m. On completing the second round the following was the time—*Brenda*, 3h. 34m. 30s.; *Azalea*, 3h. 39m. 20s.; the *Brenda* after allowing the *Azalea* 1 minute per tonnage was the winner by 3m. 50s. of the splendid cup presented by the Commodore. Mr. David Mac Iver came on board to receive the prize, when the Commodore presented it, and Mr. MacIver made a suitable reply.

The third race was contested by the *Brunette*, R. Sharp; the *Lightning*, W. Doig; and the *Garibaldi*, J. & J. Fyfe: the *Brunette* being the winner as usual.

There were various other sailing and rowing matches, and the whole was wound up by a splendid display of fireworks in the evening, under the superintendence of D. Gerletti of Glasgow.

IRISH MODEL YACHT CLUB MATCHES.

THE race for the Challenge Cup (a handsome claret jug and salver) which had been postponed in consequence of the weather on the 5th July, came off on Saturday, July 12. The following boats were entered :—Pet, 12 tons, Lient-Col Rutledge,; Flirt, 7 tons, W. Boyd, Esq.; Magnet, 12 tons, E. J. Bolton, Esq.; Virago, 10½ tons, Capt. Byrne; Electric, 8 tons, R. Casey, Esq.; Dove 12 tons, T. D. Keogh Esq.; Bianca, schooner 13 tons, W. Whitten, Esq.

They took their stations at half-past one o'clock, the Flirt being the only absentee. At two o'clock the first gun gave the signal to set head sails and haul on their springs, and three minutes afterwards the second gun set them free. All started well together, breeze light from W.S.W., so that it was a dead run to South Burford, with strong spring tide ebbing to the southward. The Pet, Magnet, Virago, and Dove drew ahead of the other two, keeping well together, Pet under her second topsail and largest working jib, to windward. Virago under same sail. Dove and Magnet with balloon topsails and jibs. The Magnet drew slowly ahead, followed by Virago and Dove, and rounded the buoy—Magnet 2h. 43m. 0s.; Virago 2h. 44m. 5s.; Dove 2h. 44m. 6s.; Pet 2h. 46m. 30s.; Electric 2h. 50m. 0s.; Bianca 2h. 50m. 47s. They then reached off against tide to North Burford, wind still very light, Dove and Magnet midway shifting balloon topsails and jibs ready for the long beat up. They rounded :—Magnet 2h. 55m. 0s.; Virago 2h. 56m. 25s.; Dove 2h. 58m. 0s.; Pet 2h. 59m. 0s.; Electric 3h. 9m. 0s.; Bianca 3h. 9m. 5s. And then began the tug of war as all reached over for Howth into the slack tide. Dove held a wonderful wind and ran right up to windward of all, Virago falling far to leeward, but headreaching very fast. After a time Magnet tacked and stood across the buoy, Virago following suit and passing astern of Pet and Dove, who held on their reach, Virago and Magnet standing well off on starboard tack, and with such good success that either from a start of wind or tide both on next tack were far to windward. The Magnet here declared unmistakably to win; and worked the south shore close, going magnificently to windward; Pet having got to windward of the unlucky Dove, held her fast, and the breeze having much freshened they rounded the South Bar for the first time :—Magnet 4h. 29m. 0s.; Virago 4h. 32m. 30s.; Pet 4h. 40m. 0s.; Dove 4h. 40m. 30s.

It was then free sheets again into Kingstown Harbour, which they had to enter, jibed round the hauling-buoy and out again, Dove doing all she could to pass Pet, whose wily skipper had no notion of letting her do so, and kept her dead in his wake to the turning point, which was passed :—Magnet 4h. 48m. 0s.; Virago 4h. 52m. 0s.; Pet 5h. 0m. 30s.; Dove 5h. 0m. 35s. The other two had meanwhile given the race up, and proceeded to their moorings. All ran out their balloon-jibs for the second run out, the wind being again very light, and Virago and Magnet shifted their topsails. In running down

in the light breeze Dove collared Pet, and they rounded South Burford :—Magnet, 5h. 27m. 30s. ; Virago 5h. 33m. 20s. ; Dove 5h. 44m. 0s. ; Pet 5h. 44m. 2s.

But soon after, these two unlucky boats found themselves rolling about in a dead calm, without steerage way, while the Magnet and Virago went their way rejoicing in a fresh westerly breeze. Dove amused herself setting her balloon topsail in hopes of a breeze from the eastward, while Pet shifted her balloon jib for a small one, expecting one from the west, and from thence it came, but meanwhile the other two had got so far ahead that pursuit was useless, so Pet and Dove made the best of their way to harbour, where they arrived in good time to give a well deserved cheer to the Magnet, who arrived, winning the challenge cup and title of Captain of the Fleet for the second year, at 7h. 27m. ; Virago coming in for the solace afforded by the prize for the second boat at 7h. 35m.

THE fourth match of yachts of this club took place on Saturday. July 26. The prize, a silver cup, kindly presented by Mr. Doherty, open to yachts of all classes not exceeding 25 tons, to be manned and steered by amateurs, one paid hand only allowed in each. It was hoped there would have been a good entry of the larger boats, but, from various causes, this was not the case, and the race was left to the old rivals :—Magnet, 12 tons, E. T. Bolton, Esq. ; Dove, 12 tons, T. D. Keogh, Esq. ; Pet, 12 tons, Lieut-Col Rutledge.

The day was bright, but with a stiff westerly breeze blowing, which it was very apparent would increase as the day wore on, and when the tide turned would kick up quite as much sea about the Kish as the little fellows could well bear, so small topsails and jibs were the order of the day, and at 1h. 30m. they took up their stations, Magnet to windward, Dove in the centre, Pet to leeward. When the gun fired at 2h. 10m. Pet darted off at once, while by some mischance Magnet and Dove canted opposite ways, and fell foul of each other, but no damage was done, and they were soon clear and in hot pursuit of the Pet, who, however, took a good lead ; unluckily as she was rejoicing in her good fortune, her mainsheet, which had been carelessly belayed, slipped off the cleat, and flying out unrove, a mishap which, before it could be remedied, did away with all the advantage she had gained, and let Magnet go by her to windward. Away they all flew, however, and it was very soon evident that none of them could carry topsails out to the Kish in the wind and sea which was getting up, so Pet set the example by striking hers and lowering her topmast, Magnet at once doing the same, and Dove soon afterwards lowering her topsail, but keeping her topmast on end throughout the match. The boats all now easily lay for the Lightships, with the ebb tide, Magnet leading Pet about 25s. and both fast leaving the Dove, who seemed bothered with her topsail. As they got out it was plain that a reef was sadly needed in all, as they were quite buried in the sea, and yawed in a fearful manner, the water coming quite green over the Magnet's taffrail, while one sea struck Pet, knocked off her fore-scuttle, and set her cabin all in a wash, added to which the discharge pipe of her pump got strained

and admitted the water in streams, so that before rounding she was a foot deep in her cabin, and all hands busy with the buckets to bale it out; still Magnet neither lost nor gained upon her, and both rounded within 30s. of each other, and two minutes ahead of Dove. They then had smother water of it, running free for North Burford buoy, round which they hauled their wind in the same relative positions, and then lay as close as they could for the last bar. Here, as the water got smother, and breeze lighter, Magnet began to go away, and at the buoy was full four minutes ahead of Pet, who was about the same before Dove. The day still continued to lighten, and the bright sun shining on the white sails of a crowd of other yachts which had come out to see the match, made a beautiful picture. Magnet still gained, and reached the harbour at 5h. 9m.; Pet following at 5h. 15m., Dove at 5h. 23m. 30s. Thus ending a very exciting and close-sailed match, the Magnet again triumphing, and an extremely fast and well-sailed boat it will take to beat her; while Pet, though not fortunate hitherto, is a most comfortable and safe little craft, and her fitting up and arrangements below would take the shine out of many yachts of much greater pretensions.

RANELAGH YACHT CLUB MATCH.

SATURDAY July 19.—A private race was substituted for the second match of the season, on the above date, amongst the yachts of this club, and the reason was a very melancholy one, arising out of the capsizing of the Hawk, of 4 tons, the property of Mr. John Brittan. The yacht had, during the gale of the early part of the week, carried away her topsail sheet, and on the afternoon of the 17th, while in deep water off Erith, one of the crew went up aloft, and while there, a sudden gust of wind catching the yacht, she turned right over with five hands on board, four of whom perished. Of course, under such circumstances, Mr. Brittan could not start the Hawk, and as the Rover, another boat entered, did not make her appearance, the only vessels found at their stations were Mr. James Gardner's Little Vixen, 4½ tons; and Mr. Ingram Pick's Jessica, 9 tons. It was considered doubtful for some time whether there would be any race, as, according to the general notion of the law, two boats were insufficient; but it was mooted, after a short time, that in order to prevent the public on board the Naiad steamer being disappointed, Mr. Lenthall, the treasurer of the club, who was the donor of the second prize to have been contended for that day, would cheerfully hand it over for a race between the above vessels, and provide another for the club match whenever it was required. The proposal being most cheerfully acquiesced in, the two yachts were started with the same form as though there had been a full fleet. There was pretty well a gale of wind blowing at the time from S.W., veering slightly as dark clouds ever and anon passed over. The Little Vixen had clearly the best of the start, and from the best station, and went off with a good lead, but the Jessica,

when she got her canvas set, began to overtake her rival, and passed her at Tripcock's. Gradually she stole away from her adversary with three reefs down, Little Vixen with two, nor had they any opportunity during the race of shaking one out. The course was from North Woolwich to the Town Pier at Gravesend, and back to Erith, and they rounded the steamer at Gravesend in the following time :—Jessica 1h. 54m. ; Little Vixen 2h. 5m.

This was certainly smart work for the Little Vixen, in such weather, and she held on very gallantly until she had to encounter the dead thrash in St. Clement's (and we never saw more sea there than on this occasion), and then she prudently got under the lee of the Black Shelf, and worked up with half boards in shore. Occasionally both were hulled down, and some fears were apprehended for the safety of the Little Vixen—so much so indeed, that Mr. Keen, who had charge of the match in the absence of flag officers, gave directions that the steamer should keep near her. The crews in both boats got a thorough wetting, but there was fortunately no accident, and they finished as follows :—Jessica 3h. 7m. ; Little Vixen 3h. 37m.

The prize was presented with some pertinent remarks on the gallantry of Mr. Gardner, and skill of both owners in sailing their craft. The hon. secretary, Mr. Charles H. Teague, not only did all manner of offices to contribute to the pleasure and comfort of the large party present, but set on foot a subscription for the distressed families of the poor men who were drowned by the capsizing of the Hawk, and also industriously prepared lists to be exhibited at leading houses in the City to raise a sufficient fund to meet their necessities. Waller, the captain of the Naiad, and his partner, spread out some dainty cheer for the visitors, and Mr. Callcott's band, the 1st Surrey Militia, played unremittingly for their gratification. Col. Evelyn, their commandant, and the Commodore, had presented the club with their services, and their general conduct was so exceedingly good that the club gave them a handsome gratuity, in appreciation of their behavior and services.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A meeting of the institution was held on the 31st July, at its house, John-street, Adelphi, Captain Sir Edward Perrott, Bart. ; in the chair. There were also present Admiral Cator, John Griffith, Esq., Admiral Gordon, Alexander Boetsefur, Esq. ; Admiral Washington, R.N.S., hydrograper to the Admiralty ; Captain De St. Croix, Montague Gore, Esq., and R. Lewis, Esq., secretary.

The minutes of the previous meeting having been read, a reward of £4 10s. was voted to the crew of the institution's life-boat stationed at Fleetwood, for putting off and assisting, in conjunction with a steam-tug, to save a sloop which, during a heavy gale of wind, had been disabled off Fleetwood on the 25th ult. The valuable life-boat had previously been instrumental, under the most perilous circumstances, in saving 27 shipwrecked persons.

A reward of £12 was also granted to the crew of the Pennon (Anglesey) life-boat of the society, for going off, during a strong gale of wind on the 26th ult., to render assistance to the smack Frodsham, of Liverpool, which was observed running before the wind in a disabled state, with a signal of distress flying. The life-boat soon overtook the smack, and ultimately succeeded in taking her safely into Llandudno Bay, where she remained by her all night. This life-boat had, on two previous occasions rendered similar important services to distressed vessels.

A reward of £6 10s. was likewise voted to the crew of the society's life-boat stationed at Southport, for putting off, in reply to signals of distress, to the assistance of the brig Commodore, of South Shields, which during blowing weather, was wrecked on the Horse Bank on the 19th ult. The life-boat found that the wreck's crew had previously abandoned the vessel in their own boat, and had fortunately succeeded in reaching Lytham in safety. The master of the brig had been put on board a fishing smack, from which he was brought on shore by the life-boat.

A reward of £6 10s. was also granted to the crew of the Arklow life-boat, belonging to the institution, for going off, in reply to signals of distress from a ship on the Arklow Bank. When about half-way, the life-boat observed that a steam-tug had succeeded in getting the ship off the bank.

A reward of £9 was likewise voted to a boat's crew, in appreciation of their gallant conduct in putting off in a salmon coble, during a gale of wind, and rescuing, at great risk of life, the crew of four men of the schooner Thankful, of Sunderland, which was totally wrecked close to Burghhead, N.B., on the 19th ult. Every moment the position of the ship was becoming more dangerous, as the advancing tide drove her in among the small rocks to the back of the sea wall, and no boat could live in the terrible surge that was now fast breaking up the vessel. The crew, four in number, along with the pilot, took to the fore-rigging, and in a short time the beach was strewn with pieces of the wreck, the bulwarks nearly all destroyed, the boat washed overboard, and the deck broken up. Though only 40 yards from the pier, not the least assistance could be rendered to the crew, whose faces were quite distinguishable as they clung to the swaying rigging. At 20 minutes past six the foremast creaked, and its living freight had hardly time to crawl down to the only bulwark above water—for the schooner now lay on her beam-ends, with a bilge towards the sea—when it fell by the board. In about five minutes more the main-topmast was snapped by the gale as if it had been a reed, while the bowsprit and other gear were carried away, leaving nothing but the gutted hull with the mainmast standing. Another hour of awful suspense passed, during which the five men lashed themselves to the bulwark, the sea every other minute breaking over their heads in large masses. At half-past seven one of the sailors, a young man, was washed from the wreck, but fortunately succeeded in catching the floating rigging, by which he was able to regain his former position. Another young heroic sailor seemed to be life of the whole company in this trying emergency, and his efforts to keep up the spirits of his companions were signally successful.

About eight o'clock the waves broke over the ship with renewed violence, but still those on the shore could return no answer in the affirmative to the piercing cry that came from the wreck, "Can't we get a boat?" The voice was that of the gallant sailor already referred to; the others were too much exhausted to utter a word. M'Intosh, the pilot from Burghead, expired from sheer cold and exhaustion. None who saw him perish can soon forget the fearful agony of his daughter as she bade her father farewell from the parapet of the breakwater. After renewed efforts a boat was got over the breakwater, and at a great risk succeeded in saving the other men, who were in a very exhausted condition. The nearest life-boat station was at Lossiemouth, which is several miles from Burghead.

It was reported that two life-boats on the plan of those of the institution had just been built and forwarded to Portugal by the Messrs. Forrest, to the order of Admiral Sir George Sartorius, on behalf of the Portuguese Government.

The institution had life-boats ready to be sent to Blakeney and Howth. Others would soon be despatched to Withernsea, Appledore, and Drogheda. Lord Calthorpe had sent to the society £100 in aid of the cost of the Blakeney life-boat house; and Miss Brightwell had paid the cost of the boat.

It was reported that Miss Alice Gedge, of Great Yarmouth, had left the institution a legacy of £100, free of duty. It was also stated that the jury of the International Exhibition had awarded a prize medal to the institution for its life-boat, and for the thorough equipment of the same.

A marine insurance company at Abo, in Finland, had sent the institution £250 in appreciation of the important services its life-boats were often rendering to shipwrecked crews of all nations.

A model of the self-righting life-boat of the society, mounted on its transporting-carriage, was ordered to be presented to the Duke of Northumberland, K.G., president of the institution, as a permanent memorial of the important services rendered to the cause of humanity by his Grace, to whose enlightened and liberal philanthropy is to be ascribed the origin of the self-righting life-boat now successfully used on the coasts of the United Kingdom, and on those of many other parts of the world.

Payments amounting to upwards of £1,100 having been made on various life-boat establishments, the proceedings terminated.

TO CORRESPONDENTS.

Several favors received, which, with the remainder of regattas, stand over till next month.

All Communications to be addressed to 6, New Church Street, N.W., London.

HUNT & Co., 6, New Church Street, 6 doors from Edgware Road, N.W.

HUNT'S YACHTING MAGAZINE.

OCTOBER, 1862.

SCHOOLS FOR SAILORS.*

BY THE CHAPLAIN OF THE ROYAL WELSH YACHT CLUB.

IN my last communication I endeavoured to discuss the question of Schools for Sailors in its general bearings: I now proceed to give a special application of it with regard to a district with which I am familiar—I mean the sea-coast of Wales, from the Severn right round to the Dee.

All along the Welsh coast are numerous small ports and maritime towns and villages, independent of the larger ones, Cardiff, Swansea, Milford, Aberystwyth, Carnarvon, Bangor, &c.; and in each of them, as well as in the larger ports, just round them, is always to be found a population of sailors, old and young, with their families. In the summer, most of the able-bodied men and boys are afloat, engaged on board the small coasting-vessels which carry slates, lead and copper ores, coal, lime, timber, &c.; but during the winter months, from the end of November to the beginning of March, or thereabouts, they are all ashore—out of employment. I have taken pains during a series of years to ascertain what is the actual number of individuals so situated, but I have not succeeded in obtaining anything more satisfactory than an approximate guess. It appears that this number is not less than 1,000, and it is believed that it rises at times to 1,200 or 1,300. I do not comprehend in this number the ever-fluctuating maritime populations of such places as Cardiff

* Continued from page 290.

or Swansea: I confine my statement to the number of *bonâ fide* Welsh men and boys employed in the coasting trade, and ashore during the three dead winter months. Some of them live close by the sea-board, others, with their families, a few miles up the country; but they never go far from the ocean; and they retain all their peculiar habits and customs during the short interval of rest from their common occupation.

Now, the following points have been clearly proved concerning them, and they can be verified by application to the county or parochial authorities all along the coast, viz. :—

1.—That no public provision is made for the training and improving, or educating these men and boys anywhere in Wales. All the education they get is from private, unaided sources alone—often under circumstances of considerable bodily labour and discouragement.

2.—That they are as a class a well-conducted set of men—all circumstances considered—and that they are almost all not only anxious to procure instruction, but willing to pay well for it.

3.—That there are few really competent teachers of navigation practising on their own account along the coast. Application has been made to several public bodies for aid and encouragement in setting up good teachers—such as to the Admiralty, to the Committee of Council on Education—to the Members of Parliament for Wales—all, with the same result—a disclaimer of liability, or a recommendation to forward application elsewhere.

I take up these points as I have arranged them. The only persons who are at all likely to give education and training to the sailors are the parochial schoolmasters along the coast; and navigation classes have been in existence for some years, at such places as Barmouth, &c., with notable success; but, as a general rule, the schoolmasters do not know navigation practically—they are not likely to know it; and their teaching is, therefore, on a limited scale. It is always afforded with great goodwill on their part, and gratefully accepted by the men. The general rate of pay is three guineas for the course: which commonly extends over two winters, sometimes over three. In one town, Carnarvon, where the number of men is considerable, the only teachers of navigation was a woman (Mrs. Edwards, widow of a skipper,) and her daughter; who have jointly been engaged in this way for more than twenty years. Their labours

have been highly successful; and the number of men who have passed through their means, as mates and captains, is comparatively large. The mother has been failing in health for the last two years; and application has been made to the Government on her behalf for a small pension, but without success.

The truth is, that with regard to the providing of instruction for sailors, the Government and the country proceed upon the principle of neglect.

To prove that the men are anxious for instruction, I need only appeal to the experience of all schoolmasters living along the coast, or even within reach of it. They are always applied to every winter; and they seldom have any serious difficulty in procuring payment. The men conduct themselves well in school—as well as they can; work hard, and give as little trouble as they know how. It has been my lot for many years past to find men and boys sitting in the same schoolroom with girls and young women—frequenting them day after day; and I have hardly ever heard of their behaving towards the females in any manner that could call for reprehension. They were given to tobacco, poor fellows; but they seldom trouble the schoolmaster with more than this; and a word generally suffices to get the “quid” stuffed into the pocket again.

Schoolmasters are trained for parochial, not for maritime schools; and we must not be disappointed at finding them ill-suited to the office of practical teachers of navigation. They can, of course, prepare the lads up to the time of their first being apprenticed; but it would be much better for the men that some specially-qualified teachers should be sent down to the Welsh ports for three months every year. Men would have more confidence in them if they knew that they had been passed by some public maritime board; about fifty teachers might be required, and they would find sufficient employment during the period of their being detached on this special duty. There would be a sum of about £20 payable to each teacher by the sailors alone during the three months; and this pay should be raised to £30 or £40 per month, by Government—not through the medium, however, of any body of landmen in London, talking of “able-bodied seamen being ashore 200 nights in the year,” &c.

This apathy, if not ignorance, of the Government and the Legislature, should be broken in upon by some public remembrancer; and as the members of Parliament for Wales do not seem likely to

do it, I know of no better method to get the subject discussed and pushed forward than by recommending it to the advocacy of the public press, which is generally perused with interest by every one.

ON THE DEVIATION OF THE COMPASS.*

BY F. J. O. EVANS, ESQ., MASTER R.N.

THE paper read before the Institution in 1860, "On the connexion between the mode of building Iron Ships, and the ultimate correction of their Compasses," by the Astronomer-Royal, was suggestive of many important principles and precautions to be attended to in the building and equipment of iron vessels: the suggestions having reference chiefly to the correction of the compass errors under the most favorable conditions by a system of compensation introduced by the Astronomer-Royal so far back as 1839, and now generally adopted by the mercantile marine of this country.

Without entering into the question of the advisability or otherwise of compensating ships' compasses, I propose to submit to the Institution, in addition to information from various sources, the general results of investigations I have recently made connected with the Compass Department of Her Majesty's Navy,—these investigations confirming certain recommendations of Mr. Airy, and, in the inferences to be drawn therefrom, developing principles in the construction and equipment of iron ships especially, the knowledge of which is equally useful for the designer and builder, the owner and the navigator.

It may be well here to observe that the magnetic laws affecting a ship's compass have been fully investigated by mathematicians of the highest rank, but especially in this country by the Astronomer-Royal and Mr. Archibald Smith of Lincoln's Inn, within the last few years; and their minute and comprehensive analysis should be in the hands of every one desirous of a knowledge of the subject. It

* This was read at the Second Session of the Institution of Naval Architects, March, 1861.

may be also affirmed that without the investigations of the philosophers I have named, and the persevering labours, mainly for practical ends, of several of our countrymen, among whom stand prominently Genl. Sabine, the late Capt. Johnson, R.N., and Dr. Scoresby, as also the Liverpool Compass Committee, and their able secretary Mr. Rundell, the apparent inextricably entangled web, which for many years after the introduction of iron ships appeared to enclose the laws of compass disturbance, would not have been unravelled.

As a general knowledge of the laws of magnetic action of the iron in a ship is necessary for elucidation, it will be found useful here to briefly define their nature so far as to remove obscurity from certain mathematical expressions which are adopted for convenience; employing the language of the Astronomer-Royal, distinguished as it is for its brevity and precision.

The chief fundamental proposition is that "the whole disturbance of the compass, whether the ship be wood-built, or iron-built, will be represented by the sum of the effects of two forces, which separately would produce these two disturbances; one a polar-magnet (or, as it is now more generally designated, a 'semi-circular') deviation, whose neutral point may be in any direction; the other, a quadrantal deviation, which may be expected to be a positive quadrantal deviation, following the law of signs $+ - + -$ as depending on the quadrants of azimuth of the ship's head. And the whole disturbance will be very nearly (but not exactly) the algebraic sum of these two disturbances."

"The practical problem then of analysing a given series of compass deviations is reduced to the dividing of them into two parts, of which one follows the law of polar-magnet (semi-circular) deviation, and the other follows the law of quadrantal deviation."*

Mr. Airy, in directing attention to iron ships in his paper furnished to this Institution, thus describes "magnetic actions of two kinds" as affecting their compasses, both being derived originally from the earth's magnetism, "One of these is that which I have denominated *sub-permanent* magnetism, which for no inconsiderable time produces exactly the same effects as the *permanent* magnetism of a steel magnet; exerting constantly the same attraction on the

* Discussion of the observed Deviations of the Compass in several ships, wood-built and iron-built." By G. B. Airy, Esq., Astronomer-Royal.—*Phil. Trans.* 1855.

compass whatever be the ship's place on the earth, and whatever be its position in that place. The other is the force of *induced* magnetism, depending always upon the relation of the mass of iron to the direction of the terrestrial magnetic force, and changing its magnitude and direction *instantly*, according to well understood laws when the position of the mass of iron (the ship for instance) is changed."

The expressions *sub-permanent* and *induced* magnetism of the latter definition, are of course represented in their effect on the compass, by the semi-circular and quadrantal deviations of the first proposition of the Astronomer-Royal.

We are indebted to Mr. Archibald Smith for concise and simple formula for analysing a ship's compass deviations in accord with the foregoing laws. In this formula the values of certain co-efficients are obtained, denoting the amount due to permanent and to induced magnetism respectively; or, in other words, the amount of semi-circular and quadrantal deviation in their several quantities. For convenience the former is resolved into two parts, the one in the direction of the ship's head, and the other at right angles to this, or in an athwart-ship direction; those two co-efficients are known as *B* and *C*; the force being attractive or repulsive as these co-efficients have a + or - sign. Whenever therefore the term + *B* is employed it will be understood that the north end of the compass needle is drawn in the direction of the ship's head in a line with the keel; and + *C* as the north end of the needle being drawn to the starboard side at right angles to the ship's head or keel; in the same sense - *B* will be understood as the north end of the needle being repelled from the ship's bow, or drawn to the ship's stern 180 from the ship's head; and similarly - *C* the north end of the needle repelled from the starboard side, or drawn to the port side at right angles to the ship's keel. The resultant of these two co-efficients necessarily gives the amount and direction of the ship's total polar-magnetic or semi-circular force.

Certain conditions of a portion of the semi-circular force arising from induced magnetism, as also the characteristics of the co-efficient of quadrantal deviation known as *D* will be hereafter noticed in connection with iron ships.

The investigation of many hundreds of Deviation Tables, chiefly of Her Majesty's ships, enables me to lay before you, with some

confidence, the following results. For convenience the various ships are classified according to the material employed in their fabric, the general features of the magnetic action in each class being given, viz. :—1. Sailing vessels wood-built. 2. Steam vessels wood-built. 3. Vessels built partly of wood and iron, by the introduction of the latter material as beams, stringers, diagonal bracing and riders, &c. 4. Steam and sailing vessels iron-built. 5. Iron-plated ships.

And, we must premise that the compass is placed on the upper deck in the after part of the vessel, that is to say, in a proximate position to the steering arrangements, and apart from any local disturbance, such as the iron spindle of the wheel or of a capstan, the cabin stove, stands of arms, &c., so that the united action of all the ship's iron shall alone affect the compass. This is provided for in the equipment of H. M. ships by the general rule that all moveable iron, and if possible fixed articles, be kept 14 feet distant.

Under these conditions, and in north magnetic latitudes, we invariably find that in a wooden sailing ship the north end of the needle is drawn to the ship's head, and the amount small: the values of the co-efficient B in our old sailing line-of-battle ships when complete for sea varied in England from $1\frac{1}{2}^{\circ}$ to 4° , C being very small, and D seldom exceeding $\frac{1}{2}^{\circ}$. In sailing frigates and corvettes B rarely exceeds 3° , but larger values occasionally were observed in smaller vessels, where circumstances obliged the compass to be placed near the capstan, nearly on the same level with the upper part of its vertical spindle.

In wood-built steam vessels we at once perceive the increased disturbance arising from the machinery, but the same general law obtains of the north end of the needle being drawn to the ship's head; but, as may be anticipated, the direction of the magnetic force is on either bow, varying as the arrangements of machinery, or the boiler, or iron coal-bunker surface may be non-symmetrically placed on either side of the fore and aft line of the ship.

In our largest class screw frigates such as the *Mersey*, *Ariadne*, and *Doris*, where the funnel is about 120 feet from the standard compass, $+B$ ranges from 7° to $8\frac{1}{2}^{\circ}$, and C is $+$ or $-$ from $1\frac{1}{2}^{\circ}$ to $2\frac{1}{2}^{\circ}$. In the frigates of the *Cadmus* and *Clio* class, with the funnel 80 feet distant, $+B$ is from $9\frac{1}{2}^{\circ}$ to 11° . In the smaller class of vessels, from those of 1,000 tons to the gun-boats, $+B$ varies from 3° to 11° , which latter amount appears to be the maximum arising

from steam machinery, if we except some of the block ships, and the line-of-battle ships *Sanspareil* and *Agamemnon*, where from the engines being far aft, and the funnel on the quarter-deck, within 20 to 25 feet of the compass, their deviations attain a maximum of 20° and 25°; whereas in the more modern and noble three and two decked ships, such as the *Duke of Wellington*, *Hero*, and *Edgar*, the deviations seldom exceed 3° to 4° from the engines being so much farther forward.

The same characteristics of the direction and amount of magnetic force are found in all the wood paddle vessels, with this exception, that *D*, or the co-efficient of the quadranted deviation, is larger in these than in the screw ships; in the former it reaches as high as 2°, while in the screw ship it rarely exceeds 1°.

The comparatively recent introduction into wood-built ships of extensive iron fastenings, has also introduced a very uncertain and really dangerous source of compass error, because unsuspected by the builder or navigator. The placing of wrought iron diagonal riders in the vicinity of the compasses in some of the smaller of H.M. screw vessels was found materially to increase their deviations. It is recorded by the late Captain Johnson, my predecessor in office,* that he selected five vessels wherein the deviations of their compasses were small considering their size and armament, and five others in which the deviations were large under nearly similar circumstances, and this without previous knowledge of their peculiar constructions; the result of his examination of their several plans in the shipwright's department was this, that in the "five vessels having small deviations, *two* of them had no diagonal riders, *one* had iron riders 2½ feet above the lower deck, *one* had iron riders which came up to the lower deck, and *one* had riders 2½ feet below the quarter deck! while in the five vessels having large deviations, *two* of them had riders up to the quarter deck, *one* had iron riders projecting 3 inches *above* the quarter deck, and *two* had iron riders 2½ feet below the quarter deck."

Captain Johnson further observes "that taking all the circumstances into consideration there remains no doubt but that, when the ends of these iron riders project above the level of the lower deck, they augment the deviations very materially, and therefore it is desirable that they should be kept as low down as may be practicable,

* Superintendent of the Compass Department, Admiralty.

and not to project above the level of the lower deck within a radius of 20 feet of the compass."

In a ship of war the effect of these iron fastenings would be made apparent on their being swung to ascertain the compass deviation before leaving port; but in the merchant service where this precaution, especially in wood-built ships, is seldom adopted, the consequent errors would probably not be observed till the ship was thrown into a situation of difficulty or danger.

There is also a class of wood-built ships, which, from the amount of iron employed in the construction of the hull, requires especial notice. We may select as a permanent type of this class the *Renown*, built and owned by Mr. R. Green, of Blackwall: in this ship the entire beams of every deck, the vertical supports, large stringers for each deck, iron ribs up to the lower deck, and several bracings for the lower parts of the hull, both diagonal and otherwise, are of iron, the vessel having in fact a nearly complete iron skeleton frame. Circumstances enabled me to make a series of compass observations in this vessel, as also to offer suggestions for the placing her compasses: in both these relations I was fortunate in receiving the co-operation of Mr. Archibald Smith, and am therefore enabled with much confidence to define her magnetic character in this country. We have not yet heard of the action of her compasses in the southern magnetic hemisphere during her voyage to Calcutta.

Another section of this class of vessels has already engaged some, and may probably engage more of our attention, namely those structures plated with iron for war purposes. Of this section we have some good results obtained from observations made in the floating batteries constructed during the late Russian war, but I propose before giving these results, and also those of the *Renown*, just alluded to, to enter on the magnetism of iron ships, as some of the peculiarities of these combined examples of wood and iron will be then better understood.

I need not enlarge on the importance of the "compass question" when reviewed in connection with iron ships; the gravity of the subject is undeniable when we consider the frequent recurrence of wrecks on well-known coasts, involving the loss of life and property to a large amount, and which, although not unfrequently attributed to other and various causes, appear on close investigation to be connected in a greater or lesser degree with compass disturbance.

WEYMOUTH ROYAL REGATTA.

FAVoured by glorious weather and an accession of strangers to that town, such as former years have rarely seen equalled, it is much to be regretted that the annual regatta, should have been wanting in any of the attractions that its predecessors have possessed. Any shortcomings in the particular of yacht racing, however, cannot be laid at the door of the managing committee, who, it must be allowed, offered as liberal a list of prizes as the most exacting owner could have wished for, and certainly quite as extensive as the "sinews of war" permitted. The force of circumstances, nevertheless, seems to have operated very adversely to the complete success of the affair, though probably the immense number of spectators who assisted at the ceremony managed to extract quite as much enjoyment from the regatta as it was, as if it had offered a programme of sport more on a par with the proceedings of more ambitious aquatic *fêtes*. A similar event taking place the same day at Plymouth, doubtless, caused many yachts to be absent which would otherwise have graced the beautiful bay and participated in the various contests advertised by the committee. The experience of the present may, perhaps, induce the committee of following years so to manage matters that their own may not clash with the regattas of any other port. It is a subject of regret that a suggestion, made at the commencement of the season, by a gentleman who has given very valuable assistance to the Weymouth annual aquatic pastime, was not adopted, viz: that the committees of the various regattas should come to some arrangement among themselves, that the occurrences of several *fêtes* may not interfere with each other. No blame, however, is to be attributed to the Weymouth committee, who had three months previously nominated the 20th of August as the day for their event. But it is the wisest philosophy "to be resigned when ills betide," and to make the best of present circumstances, and the managers certainly did contrive to make a very satisfactory day's enjoyment for the assembled multitude, for what was wanting in the higher order of sports—yacht racing—was amply compensated by the shore sports, which were of an excellent description, and comprised some exceedingly spirited boat races, besides the amusements so dear to the juveniles, namely, the "duck hunt," and the exploits of the greasy pole.

The first prize in the list—a purse of 50 sovs. presented by the borough members, for yachts not exceeding 80 tons,—“went begging,” as no entries were made, the superior attractions of the Royal Western Yacht Club Regatta doubtless having allured all the crack vessels to Plymouth.

The second prize, a purse of 25 sovs., for yachts not exceeding 35 tons, fell to the ground, owing to some dissatisfaction on the part of the owners who intended to compete, although the committee made every effort to meet them. It seems that the yachts offering were one of .28 tons, and two others of 12 tons each. The latter refused to race unless a prize of 10 sovs. was given to the second yacht. This, of course the committee properly declined acceding to, as they were well aware the larger one would easily win, and they did not feel justified in squandering the funds in such a fashion. A third yacht offered to race the Emmet if her entrance fee was allowed by the committee; this also was negatived, and the match consequently did not come off. The third prize was more fortunate in finding competitors. Its conditions and the entries were as subjoined:—

A purse of 10 sovs. for yachts belonging to the port, not exceeding 15 tons, (o.m.) Time race 30 seconds a ton. First yacht 5 sovs., second yacht 3 sovs., third yacht 2 sovs. Midge, 12 tons, Mr. Church; Fanny, 12 tons, Mr. Grant; Fairy, 8 tons, Mr. Bailly; and Fan, 6 tons, Rev. W. Porch. The Midge from some cause or other did not compete. The start was effected at 1h. 48m. p.m. The following is the time at the finish:—Fanny, 4h. 47m.; Fairy, 5h. 20m.; the Fan gave up.

The wind being very light it was necessary to shorten the course to two rounds.

A purse of 5 sovs. for sailing boats, of any rig not exceeding 20ft. in length. Time race, one minute per foot in length. Dora, T. Turner; and Lily, Captain Otway; started at 11h. 40m., and finished the course thus:—Dora, 2h. 56m. 4s.; Lily, 2h. 57m. 45s.

The Dora having by the conditions to allow her antagonist time for difference of length, the Lily was the winner by nearly 5m. This was a very interesting race, especially to the yachting fraternity, since Capt. Otway having constructed the Lily on his own peculiar model was anxious to test her against a boat built upon the recognised method. The result must in this case gain a verdict in favour of the amateur builder.

A purse of 5 sovs. for sprit-sail boats, not exceeding 18ft. in length. Time race, one minute per foot in length. First boat £2 10s., second £1 5s., third 15s., fourth 10s. Alma, 18ft., J. Fowler; Rattler, 18ft., W. Thompson; Blue Bell, 16ft., R. Dunman; started at 12h. 30m., accomplishing the three rounds at the following time:—Alma, 2h. 41m.; Rattler, 3h. 14m. 45s.; Blue Bell, 3h. 48m. The Alma was therefore the winner with a very respectable margin allowed for the second boat.

These were the whole of the sailing matches, and considering the circumstances it may be pronounced a success.

Several rowing matches and a duck hunt concluded the sport.

ROYAL HALIFAX YACHT CLUB.—NOVA SCOTIA.

It WILL be remembered by our readers that His Royal Highness the Prince of Wales when visiting Halifax, became the patron of the club, and presented a challenge cup of the value of £200, which was first won by the Wave, sloop, 21½ tons, at that time the property of J. B. Crowe, Esq.; on the 1st of August, it was again sailed for by the Wave, now entered by Commodore J. B. Knowles; Foam, sloop, 10 tons, Vice-Commodore J. B. Duffus; Petrel, schooner, 14½ tons, W. Hare, Esq.; Lurline, sloop, 6 tons, — Pryor, Esq.; Ada, mudian, 7½ tons, C. E. Brown, Esq.; and the Kate, sloop, G. Drillio, Esq.

The terms of the challenge cup were that it be won thrice by the same vessel, before the interest of the club became forfeited. The course was from the Narrows, on the port hand of the committee vessel, round a flag-boat at the entrance of the Eastern Passage, leaving it on the port hand, returning and rounding the committee-vessel on the star-board hand. This course had to be sailed three times. The wind was from the south-east, and early in the day blew quite fresh, but towards evening gradually lessened until it was nearly calm, and about five o'clock, ere the whole fleet had rounded the committee's vessel a second time, the rain descended in torrents.

From the start to the finish the Wave was the favourite, and she gave evident signs that, unless accident prevented, she would retain the honour another year. It was much to be regretted that after the second round her competitors did not persevere, but retired from the contest, and she completed the third round alone, she was warmly greeted as the Champion of the Halifax Club. [We regret that our correspondent did not enter more fully into particulars.—Ed.]

During the above match, a scull race for the championship of the harbour took place, three boats entered; the Tangier, Raffler, and the Stranger. At eleven o'clock their oars dipped the water and away they flew, Lovett in the Tangier taking the lead to the winning post, off George's Island, and apparently won easily. The Raffler pulled by Frank Purcell, was about 1m. 15s. behind, and was closely followed by the Stranger, pulled by R. Beazely. The weather was favourable, the sky being overcast, and a light breeze blowing from the southward

which little more than raised a ripple on the surface of the harbour. More than usual interest was manifested in the contest this year, and we hear of comparatively large sums having changed hands. The harbour was filled with racing and sailing boats, heavily freighted with human beings, and the wharves were thronged as well with eager spectators. Cheer after cheer greeted Lovett from boats in the harbour as he proceeded to the vessels in the Narrows, on board of which were the Committee of the Royal Halifax Yacht Club and their guests. Here the usual ceremony of presenting the Champion with the belt was gone through with, the presentation being made, as we learn, by a young lady, the daughter of the Chief Justice of Bermuda. Lovett was also the recipient of a handsome purse of blue embroidered velvet; fashioned by one of the fair sex, and containing the sum of 34 dollars. The presentation over, three hearty English cheers were given for the champion, three more for the ladies, and again three more for Dr. Cogswell, to whose generosity the citizens are indebted for this annual contest of the oarsmen of old Chebucto.

August 4th.—A four-oared gig race came off this day, between the Alert, rowed by four seamen of H.M.S. Nile, and the Quickstep, rowed by four fishermen residing at the entrance of Halifax Harbour, had been looked forward to with anxious expectancy, since its announcement a few weeks since, by those of the community interested in aquatic; and large numbers of persons gathered on the wharves, in boats in the harbour, and at other points, during its progress. The course was from the Narrows, round George's Island, and ending off the dock yard, at the flag ship, a distance of about six miles.

The race came off between one and two o'clock, forty minutes were occupied in rowing it by the winning crew, who could doubtless have much improved on this time had they been pressed. A few words will suffice to tell the story of the race: for a very short distance from the start the sailors were ahead, the fishermen then took the lead, and by the time the race was ten minutes old had made a gap between the two boats which must have been fearful to contemplate by those behind; this gap was widened to the end of the race, and the Quickstep arrived at the flagship $3\frac{1}{2}$ m. in advance of Alert, or a distance of about half a mile. On the arrival of the Quickstep the Band of the Nile complimented the victors by playing an appropriate air.

We have not learned the names of the Nile's men, but give the names of the fishermen and their weights:—J. White, (bow,) 152lbs.; Frank Purcell, 156lbs.; T. Hayes, 161lbs.; and J. Beverley, (stroke,) 170lbs.

The beauty of stroke and precision with which this crew rowed elicited the admiration of all who witnessed the race.

The well-known gigs Quickstep and Alert were selected for the race, in consequence of their great similarity, in point of dimensions and speed. These boats formerly belonged to and were built under the supervision of James Prior, Esq., and about two years ago were purchased by the officers of the garrison, who have generally kept them at the Queen's Wharf. In drawing for the boats the sailors won the choice, and took the Alert. The race was brought about in the following manner:—a member of the Royal Halifax Yacht Club, while in England recently, visited Saltash, in Cornwall, a place celebrated in Great Britain for the superiority of its oarsmen. On returning the gentleman learned that among the crew of H.M.S. Nile were some Saltash oarsmen, and being desirous of seeing a match between a boat's crew of these men and a similar number of Nova Scotians, suggested the matter at a meeting of the club, which resulted in addressing a note to the naval authorities of the station, by the Commodore asking their co-operation in getting up the match. The naval authorities acquiesced, hence the race and its results.

DARTMOUTH REGATTA.

GUIDED by the experience of the past, the Regatta was taken in hand this year at an earlier period than usual, the fixture being made for the 26th and 27th of August, immediately following the Royal Western at Plymouth. The success which has attended this year's proceedings, will we hope ensure still earlier course of action for 1863, which with a little more combination among the towns-people must secure for Dartmouth Regatta a still higher position in the aquatic world than it now occupies.

The General Committee comprised the following:—Captain Cleland (Chairman) Captain Bulley, and the following gentlemen : Messrs. W. H. Rees, G. Puddicombe, B. Soper, S. N. Elliott, D. Stone, Hockin, M. Cranford, C. Chalker, M. Fox, F. Hingeston and J. Strike.

Sailing Committee:—Captain Cleland, Admiral Henderson, Captain Bulley, H. Nichols, Clerk of the Course. T. F. Tucker, Secretary, who met weekly at the Assembly rooms. Some discussion arose as to the prize for Yachts, it being feared the funds would not admit of the Challenge Prize being retained in the programme as well. A purse of sovereigns was however announced for yachts of any tonnage, and the Challenge Prize of £50 for four oared gigs was also retained, it being considered that the prestige which Dartmouth had attained for being one of the best Regattas in the Channel, is to a great extent due to the

liberal prizes offered for competition. An unusually large number of yachts were cruising in the Western Waters, consequent on the regattas at Plymouth on the Tuesday, and Torquay on the Friday previous, many of them came round on the Saturday, and by Monday a fleet of about fifty were in harbour, which were moored in line under the direction of Mr. Nichols, forming quite a fleet, with H.M.S. Colossus, Hon. Captain J. Carnegie, anchored in the Bite as convoy. The training gun brigs Sea Lark and Squirrel were also present.

Monday, the day previous to the Regatta was ushered in by a strong gale from the eastward, and a heavy sea in the Channel which prevented many small craft putting to sea. This prevented an excursion steamer which was announced to leave Weymouth at 6h. a.m. from starting. The steamers Liverpool from Plymouth, Industry from Teignmouth, and Kingsbridge Packet, from Salcombe failed to arrive from the same cause. The river steam boats, Royal Dartmouth and Louisa, had each a full freight; the latter took the ground in rounding Goree Point, and had to wait above an hour for the rising tide. The scene on board is thus graphically described:—"All went well enough till we reached a point in the river called Goree, when we suddenly heard an exclamation about somebody being a fool to go in so close, then a cry that we were aground, and sundry backings of the paddle wheels, and then a most unsatisfactory conclusion that we had come to a place called Stop. Some were angry, some amusing, and some equally philosophical. The captain was quiet, and the poor steward—as the captain was immutable—was called to account for having stopped the vessel. He looked and said nothing, and as no jibes brought forth any more remarks from him than if he had been deaf and dumb, people sought for enjoyment in a more assailable and impressible medium. Presently the whistle was blown to signify our distress, and soon after there came out a boat, bearing in it two Dittisham women, who took compassion on as many as their boat would hold at a shilling each, and took thirteen of us. The lucky fellows that got into the boat were pelted with nuts by the unlucky ones who had to remain on board the steamer. The boat tried to go, but the water was shallow, and the boat so heavily laden, that it was with the greatest difficulty that, crab fashion, it could be made to go backwards, in order to fall into another channel. One sea-faring man with rings in his ears, stood at the head of the craft, and while pushing it with all his vigour, threw a somersault into the river, and came up like a shag. But as he leaped into the boat in a twinkling, and shewed no sign of distress, his escapade only served to amuse us, and after a good deal of fun with Mrs. Lilly and her daughter Elizabeth,

—two excellent specimens of our long shore fair sex—we eventually got off the shoal, took to deep water, and went along like Britons. Thus ended our adventures, we soon found ourselves comfortably located in the Castle Hotel, enjoying a capital collation, and before we had finished we had the happiness of congratulating some of our steamer friends who had been released by a rising tide, and came into the same delightful quarters, assured, as some of them said, that they had only been run on the shoal in order that the people of the boat might make a good sale of their beer. We believe this to be a slander, but as faithful journalists we are bound to record the reasons for things that do happen—and we tell it as it was told to us. Mr. Heath alarmed some of the Dartmouth people by telling them that the *Louisa* “had gone to the bottom,” and that only thirteen had escaped. The joke was a good natured ‘sell,’ and when its hidden meaning was discovered the folks laughed at the delusion, which was of course only a temporary one.”

About one o'clock the steamer *Plynlymon* arrived from Plymouth with about 250 Excursionists, who seemed to have had a rough time of rounding the Start. Two boats and crews were among her freight. Smart rain for an hour rather hindered the starting of the various classes. The Committee yacht *Fanny* was moored as usual off the New Ground. A portion of the committee were early on board, also the Mayor, Mr. H. Morant, Mr. H. Norris, and Admiral Henderson, four of the Stewards who kindly lent their assistance in carrying out the necessary arrangements.

A gun from the beautiful schooner *Constance*, Turner-Turner, Esq., was the signal for dressing ship, when such a display of bunting fluttered in the breeze as the Dart scarce ever reflected in her deep flowing waters before. The merry bells of St. Saviour's struck out a joyous peal. Crowds flocked the New Ground, and as gay a scene presented itself ashore as afloat, with the usual wonderful exhibitions, nondescript stands, peep-shows and stalls,—rival German bands, lent their endeavours to aid the general festivity. The band of the day was the Sixth Devon Volunteer Artillery, which was stationed on the New Ground under the leadership of band-master S. Jarvis, and played at intervals during the day many of the most popular airs.

About half-past ten the programme commenced with a match for Sailing Barges, belonging to the river Dart. Six to start or no race. Alarm received first prize £1 10s., Excel second 15s., *Hibernia* third 10s., *Mayflower* fourth 5s. The *Speculator* and *Lucy* also started.

The next race was for a purse of eight sovs., for Sailing boats:—Pride first boat received £3, Fear Not second £2, *Victoria* third £1. 5s.

Arrow fourth £1, Exile fifth 10s., Flora sixth 5s. Eight only started, the weather having prevented the arrival of the Torquay and Brixham boats. The wind was very light, and after the first round almost entirely fell. It was a close race, with the first and second boats, which caused considerable amusement on coming in, by their crews endeavouring to jerk their boats up to the winning point, which after considerable difficulty they succeeded in doing against a strong flood tide.

A purse of ten guineas for four-oared gigs, rowed by persons within the limits of the port and Torbay: the Swift received first prize £5. 5s. Gazelle second £2. 15s., Glance, third £1. 15s., Turk fourth 15s.

Then followed a race by two-oared boats, when Young Dartmouth received the first prize £2. 5s., Minion second £1. 5s., Mary third 15s., Nelly Bly fourth 10s., Shrimp fifth 5s.

The next match was by yachts' gigs, for a purse of five sovs., with three sovs. added for second and third boats: the following entered—Irish Lily, Mayfly, Mistletoe, Lavrock, Ondine, Leonore, Julia, Sultana, Lotus. This was the race of the day, many gigs being pretty equally matched, and manned by fine crews,—eager for the honor of their craft. The Committee willing to promote the attendance of yachtsmen in the harbour, had increased the prize. The start was well effected, but at the second stroke the Mistletoe having broke an oar, gave up: the others kept well together, rowing with determined pluck, passing the winning point, Leonora, Irish Lily, Lotus, Mayfly, &c.

Grand Challenge prize of 50 sovs., for boats of any build propelled by four oars, open to all the world, to be rowed in heats, first boat £38., second £9, third £3. For this the Challenge, Little Annie, Swift, Rose, and Florence of the Sands started.

The Challenge was manned by the well known A. P. Lonsdale crew of Newcastle—Cooper, Thompson, Matfin, M. Taylor (stroke) and Harrison (cox.): who have carried off this prize the last two seasons, and have this year been the victors at Bedford, Chester, and numerous other places. Little Annie's crew notwithstanding had many backers, having been under the tutorship of a celebrated London trainer for some time, and were the winners of a match rowed at Bideford on the previous Saturday, for £50 a side, and £20 added by the Bideford Committee, being a challenge between the Cardiff and the Bristol boat clubs: this boat was not an outrigger, although very near akin to one. The crews names were Mitchell, Powell, George, Hill, and Thomas (cox), their trainer will back them for lasting against any crew. He attributes their defeat to the superior boat in which their opponents rowed; he hopes to turn the tables next year. The Florence of the Sands was rowed by

Hutchings, Prettyjohn, Streer, and Dymond, T. Avis, jun. (cox) and the Swift by Lovill, Clements, Templing, Memory, Hancock (cox),—all of Plymouth, Lots being drawn, Challenge and Rose fell together for the first heat, but the crew of the latter declined to appear, and the Challenge walked over. The second heat between the Little Annie, Florence of the Sands, and Swift was better contested being won by the former by three lengths; Swift second; Florence gave up, leaving the race between Challenge and Little Annie, the Rose's crew going in for the third money. After considerable but unavoidable delay, a good start was effected for the deciding heat, twice round the course of $2\frac{1}{4}$ miles. Challenge soon took the lead, she passed the Committee yacht 35 seconds ahead, Little Annie second, pulling a powerful steady stroke, but wanting in the springing action, which characterized her opponents. Swift 67 seconds astern. The relative position was maintained on the second round, slightly improved by Annie's crew, who stuck to their task most manfully, but without avail; Challenge coming in the winner by 47 seconds; the last round being rowed in 19 minutes and 30 seconds. The deciding heat was not over when the steamboats had to leave, and was consequently missed by many of the visitors. The bad weather in the early part of the day, which delayed the starting of the other classes, was in a great measure the cause of this. Other difficulties operated against the Committee, who, however, under the circumstances, did their best, and merited much praise.

A race for £5 between two crews of Saltash women intervened between the heats, the Amazons of the Dart declining to enter the lists with them.

It was quite dusk by the time the matches were finished. The New Ground was most beautifully illuminated, dancing being kept up with great spirit till a late hour, the ground being crowded with spectators. Everything passed off in a most orderly manner: the Modbury Volunteer Band was in attendance and gave great satisfaction. Fireworks were let off from several of the yachts, also from the residence of Mr. W. Smith, Ridgway; the Constance schooner was illuminated with blue lights, which had a magnificent effect from the shore.

Second Day.—The morning dawned bright and clear, an improvement on the previous day, bright sunshine for gloomy clouds, the only drawback, the want of a breeze. Had there been any wind we should have had to record some good yacht racing, but with scarce a breath of air stirring a sailing match becomes comparatively a tame affair. The Fanny, Committee vessel dropped down the river and took up a berth opposite H.M.S. Colossus, and the smaller class of yachts hung on to a

warp kindly lent by the Colossus, and stretched across the river. The Pauline being rather late in taking her position, had to run up to the warp, and the tide having set in she could not turn.

A purse of 10 sovs. for yachts not exceeding 35 tons, to start in the harbour.

For the first match the following entered:—

Numbered as in Hunt's Yacht List for 1862.

No.	Names of Yachts	Rig	Tons	Owners	Builders
314	Enigma.....	cutter	10	J. H. C. Pope, Esq.	Pope
358	Gipsy.....	cutter	12	Capt. A. B. Arkwright	Moore
	Ida.....	cutter	10	R. Hocking, Esq.	
	Pauline	cutter	35	Col. Hogge	Harvey
293	Ellen	schooner	19	R. B. Heaketh, Esq.	Halliday
612	Little Dorrit.....	cutter	12	Capt. H. Fawcett	Talbot

The Enigma being becalmed off the Start did not arrive, and Gipsy unfortunately took the ground and was thus thrown out. The little schooner was alive first, and stood away, while the Pauline had to run up the river, and tack round the Colossus, thus losing several minutes; meanwhile the Ida, Little Dorrit, and Tartar were drifting close together, and at last all three jogged on in company, side by side and touching. This was an amusing sight, and the best thing that could have been done at this juncture would probably be to have lashed them together.

Ida was in the centre, locked in the embrace of the other two, and fears were entertained for her spars, but she managed to get clear first, and then standing away on the port tack, she gradually came up to the Ellen, while Tartar and Little Dorrit remained together. On getting outside the Castle, a slight puff from the southward put some steam into the Ida, and she had pretty hard work to regain the advantage lost in the Ellen having so considerable a start. They arrived between seven and eight o'clock in the following order:—Ida, Pauline, Ellen, Little Dorrit. This is the sixteenth prize the Ida has won, being the only money prize, the remainder being cups and salvers, and her twenty-third year out.

The next race was for a purse of 20 sovs. for yachts of any tonnage; to start from the Range, twice round a course of 9 miles; time allowed at the rate of a quarter minute per ton.

The following started about 2½ p.m.:—

No.	Names of Yachts	Rig	Tons	Owners	Builders
169	Christabel	cutter	48	H. H. Kennard, Esq.	Aldous
283	Echo.....	cutter	36	G. Putland, Esq.	Wanhill
307	Emmet.....	cutter	32	W. H. Hay, Esq.	Wanhill

There was scarcely a breath of wind when the starting gun was fired from the steamer, engaged to take the Committee out to sea to view the race, consequently the three large cutters gathered but little way. *Echo* was to the westward, and catching a puff from that quarter she slowly forged ahead, all had mainsails, foresails, balloon jibs, and gaff-topsails set. The *Echo* is a new yacht and hails from Ireland; her canvas is remarkably well cut, and she sets a perfect cloud of it, her balloon-jib especially attracting great attention from its immense size. When we last saw this class the *Echo* was leading, *Emmet* second, and *Christabel* some distance astern, becalmed. A fresh breeze came off the land later in the evening, and they finished as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Echo.....	7	48	0		Christabel.....	7	59	0		Emmet.....	8	1	30

By far the most exciting part of the day's proceedings were the boat-races, and these were very numerous. About the best was between the cutters of *H. M. S. Colossus*, *Squirrel* and *Sea Lark*, for a purse of £5. The boats went along almost in a line to the first turning, where the *Colossus* lost a little ground, which however she soon made good. After a splendidly contested race, the *Squirrel* came in first, *Colossus* second, and *Sea Lark* third. A prize of £5 was also given for the lads of the Training brigs *Squirrel* and *Sea Lark* from 18 to 20 years of age, and 16 to 18, in four-oared gigs. Numerous Juvenile races followed including a Sculling match which afforded considerable amusement.

The day's amusements terminated with a Ball, for which the fine band of the *Colossus* was placed at the disposal of the officers of the Ball Committee, and the ship was thrown open to the public at certain intervals during her stay in harbour. The *Gloriana* got on a sunken rock near Torquay, but was got off after considerable difficulty.

THE DAY OF PLEASURE.

A BRIGHT and sunshiny morning ushered in the day fixed for the annual Regatta of Cork harbour, in the year 18—. From an early hour, the wide spreading waters of that magnificent haven were crowded with white sails skimming about in every direction, while in the intervals between them (and manifestly running the risk of destruction from them handled as they were by fresh-water sailors,) row-boats were to be seen, continually passing to and fro, bearing goods or provisions to some huge, black, lubberly merchantman, or freighted with gay parties of pleasure, going aboard the yachts that yet were at their anchors. The wind blew

lightly, but steadily, from the westward, the sky was unusually free from clouds, and all round looked gay and bright enough to make one believe that, for once, our inauspicious climate would deign to smile upon such a thing as a premeditated day of pleasure.

Every hour that passed added to the animation of the scene. By land, in coaches, cars, on horseback, on foot—by water, in steamers, cutters, and boats of all kinds, the citizens of Cork and the inhabitants of the country adjacent to Cove, were pouring down to enjoy the long expected *fête*. Flags of every description, from the broad and glittering ensign of the taunt-rigged and orderly guard ship, down to the tattered and smoke begrimed burgee of the weather beaten trading sloop, were floating on the breeze, while the report of swivels, the sounds of music in different directions, the cries of mariners hailing their respective vessels, and the laughter and raileries of the crowd, gave the ear fully as much employment as the lively and ever varying scene furnished to the eye. As the day advanced the final arrangements for the race began to be made; the small fry that had been cruising about the harbour all the morning, now intruded less frequently on the space to be gone over by the yachts appointed for the race, while aboard these latter the bustle of clearing decks, reeving new ropes, setting up rigging, &c., gradually ceased, and one by one they took their appointed stations. At length the hour of starting arrived, the signal-gun thundered on the ear, and at once the rival vessels broke away from their anchors, and, spreading every inch of canvas, stretched gallantly up, amidst the cheers of the spectators, towards the harbour's mouth. The array that had formed round the point of starting then broke up, and the wake of the racing vessels was soon crowded with craft of all sorts and sizes, pressing on, under all the sail they could carry, to attend the progress of the race.

About this time a trim and neatly appointed cutter, of about thirty tons, on her way down from Cork, opened the harbour of Cove, and gave to those upon her deck a first view of the lively scene we have attempted to describe. On the deck of the *Mountain Maid* (for such the letters on the green burgee at her mast-head proclaimed her name to be) there was a large party of ladies and gentlemen, all, with one exception, appearing to enter fully into the enjoyments of the day. The exception was, a young and very beautiful girl, who was sitting to leeward, lending an unwilling ear to the words of a young man, who leaned upon the gunwale beside her. It was evidently with difficulty that she gave attention to the awkward attempts at liveliness and wit that he was continually making, totally regardless of the expression of annoyance that passed from time to time over her beautiful features. Her thoughts

seemed to be anywhere rather than on what he was saying, and her look was vacant and wandering, save when she turned it away from the crowd towards the river they had just come down. It might be solely that she was glad to turn away from attentions that distressed her, or it might be a natural admiration of the beautiful banks of the Lee, that caused her eye to brighten, and her look to become softer, as she looked back on the scenes they were leaving—it could scarcely be that she took any interest in the motions of a small yacht that was coming down the river after them, and that now was about a cable's length astern.

Her inattention to her companion passed unremarked by the majority of those present, who were too much occupied with themselves and with the varying scene around, to notice what was passing abaft, especially as the two young persons we have introduced to the reader were known to be destined by their parents to be speedily united. But her silence, her absence of mind, and her backward looks, had been remarked by one person, an elderly maiden lady, who sat opposite, and who was vainly endeavouring, by winks, frowns, sour looks, and coughing, to warn her niece (for such was the young lady's relationship to her,) of the impropriety of her conduct. As a last resource the ancient lady appealed to her brother, a respectable looking old gentleman, the proprietor of the yacht, who stood near her at the helm, having taken on himself the task of steering. Roused by his sister's appeal, he looked towards the unconscious offender, and, after a moment's conversation, spoke:—

"Come, Fitzgerald, my boy," said he to the young man, "take this helm of me; you have talked nonsense enough to my daughter for a while, and I want to sit down."

"Certainly, Mr. Conway," was the reply of the party addressed, as he rose with ill-assumed readiness, and yielded the seat next the young lady to her father.

"Emma," said the latter to her in a subdued tone, as he took his seat beside her, "this conduct I did not expect from you; I did not suppose you could at once wean your thoughts from the past, and overcome your ill-judged aversion to young Fitzgerald; but I did think you would have at least had sufficient respect for your father's wishes, to prevent you from publicly insulting Mr. Fitzgerald, as you have done, by the manner in which you have received the attentions of one, whom the world considers already as your husband."

"Dear, dear father," was the reply of the young girl, her blue eyes swimming in tears, that she was struggling hard to repress, "indeed I

have endeavoured to be attentive and to conquer my feelings—I thought, too, I had succeeded, for no one seemed to notice us, and Mr. Fitzgerald never ceased talking. I will try and be more attentive, and give you no more displeasure; but, oh! how I wish this day of pleasure was at an end!”

As she spoke the last words with bitter emphasis, her tears burst out in spite of her, and she buried her face in her handkerchief.—Anxious to prevent her condition from being noticed, her father, vexed and frightened, stood up hastily between her and the rest on board, and, while pretending to arrange her shawl, endeavoured as well as he could to soothe her agitation. He was thus employed, when a violent shock suddenly threw him off his centre, and laid him flat upon the deck. The yacht had struck upon a shoal, and all was confusion fore and aft—seamen hurrying to and fro, ladies screaming, and gentlemen abusing Fitzgerald, whose awkwardness had been the cause of the disaster. Knowing little of the management of a vessel, yet anxious to hide his ignorance before his intended bride, he had rejected the offer of a sailor to relieve him from the helm; and kept the vessel by the wind, (steering a course most ingeniously serpentine) long after he should have edged her away before it, in order to keep the usual track of vessels coming from the river into Cove harbour. At length he put the helm up, but not till they had run very close to Haulbowline island. This lubberly act rendering it necessary to jibe the boom, in order to enable the vessel, by bringing the wind on the other quarter, to lay well out from the island, the sailors were hurrying aft for that purpose, when the yacht struck heavily, and stuck fast on one of the shoals, that they had hoped, by the proposed manœuvre, to avoid.

The small yacht that had been following the Mountain Maid had profited by the uselessly wide sweep taken by Fitzgerald, at the lower bend of the river, and by shaping a shorter and safer course, had succeeded in getting nearly abreast of the former, at the moment of her disaster. Instantly as this had taken place, the small yacht's head was turned in the direction of the stranded vessel, and she was speedily as close to the latter as her own safety would permit, when she hove to, and a boat put off from her to the Mountain Maid. The heart of Emma beat high as she gazed on the man who sat in the stern-sheets of the coming boat—it was he on whom the affections of her gentle heart was fixed; he had plighted his vows to her, and she had given him hers in return, and all had looked fair and promising for their union, when some unfortunate misunderstanding had induced her father to break off the connexion between them, and command her to think

of him no more. With all her desire to do as her father wished, Emma had found it impossible to obey this order, and the image of Edward Harnett was present to her thoughts much oftener than boded good to the interests of her present suitor.

Almost as soon as his daughter, Mr. Conway recognised Edward Hartnett, and for a moment an expression of pleasure beamed upon his face; but, recollecting himself at once, and assuming a cold and displeased look, he whispered a warning in Emma's ear, and then, drawing himself up, awaited in silence the approach of the boat.—When the latter was within a yard or two, the young man who sat abaft in her directed the men to cease rowing, and standing up, with a look of embarrassment, offered to Mr. Conway any assistance that he or his crew could give.

"I thank you, Mr. Harnett," was the old gentleman's reply, bowing stiffly; "I believe I shall not require the services you are so kind as to offer. We are going to hoist the square-sail, and drag the vessel over the shoal.

"Perhaps, sir, your party may find their situation unpleasant, and would wish to be out of the way till you have got off the ground. If so, I will be very happy to receive them on board the *Ariel* till you are again afloat."

This proposition was eagerly seconded by nearly all the ladies, who had been in an agony of fear since the vessel struck, and Mr. Conway, much though he disliked to put himself under an obligation to one whose happiness he had blasted in a moment of pique, was on the point of yielding to the general wish; but just as he was about to do so, his eyes fell on a large yacht that was beating up for the river, and was now just within hailing distance.

"Ah" cried he, "this is my old friend Barrymore's yacht; I can ship you all on board of her. Mr. Hartnett, we are much obliged, but fear we should crowd you too much, as the *Ariel* is so small. My friend Barrymore will take my friends aboard, until we get off the ground."

The young man he spoke to coloured highly as he received this rebuff, and, returning haughtily the stiff bow of dismissal made to him, he directed the men to row him back to his vessel. Aboard the *Mountain Maid* a signal of distress was hoisted, and speedily answered by the strange yacht, which stood instantly towards her, and took the position that had been held by the *Ariel*, the latter having filled her sails and bore away for the harbour. When the decks of the *Mountain Maid* were cleared, her square sail was hoisted, and then, as the wind came fresh over the taffrail, she surged heavily over the little spit of sand on

which she had struck, and got afloat again, unshipping her rudder with the violence of the exertion. This damage required some time to remedy, the owner of the yacht that had come to their relief readily gave up his design of proceeding up the river, and sailed back towards the harbour, with those he had taken from aboard Mr. Conway's yacht, the latter having orders to follow as soon as the injury she had received could be repaired.

The sun had sunk, the races for the day were over, the yachts that had been plying about were now letting go their anchors, and discharging ashore their wearied pleasure parties, and among the crowd of masts that tenanted the anchorages of the harbour, the only sails now to be seen were those of some poor coaster, about to take advantage of the fineness of the evening to commence her toilsome voyage, or the broad mainsail of the revenue schooner, as she glided noiselessly about upon her accustomed rounds. But outside the harbour's mouth, one yacht yet spread her canvas to the freshening night breeze, and was steering out upon the darkening ocean as boldly as if its boundless and ever tossing waters were in truth her proper home. One other vessel a large fishing hooker, was the only companion on the night voyage of the Mountain Maid, for it was the yacht that bore that name that was now leaving the harbour behind, and standing out to sea. The hooker mentioned was, by the fading twilight, faintly to be discerned close-hauled upon the same tack as the Mountain Maid, and just out of hail upon her weather bow. Upon the deck of the yacht there were now, in addition to her crew, but four persons, the old gentleman, his sister and daughter, and the young man who had been the cause of the accident in the morning. Mr. Conway had little enjoyed the day. Annoyed at what had happened to his vessel, and still more so at the manifest effect the accidental rencontre with her lover had had upon his daughter, and perhaps suffering secret remorse for his own behaviour to one whose addresses to his daughter he had sanctioned, almost to the eve of marriage, and then abruptly, and in a fit of passion, put an end to, he had determined, instead of returning to the house of a friend in Cork, where he had been previously staying, to go round by sea to his own home, which lay in the neighbourhood of Kinsale. In this design he persevered, despite of vehement remonstrances from his sister, and the not less urgent, though more disguised instances of Fitzgerald. There was certainly good reason for their remonstrances, as the vessel had been so strained by the accident that had happened to her, as to require the pump to be kept almost constantly going, even while in the smooth waters of the harbour.

"Yeh, then, Misthur Kelly," was the address of an old sailor to the man who had the charge of the yacht, as the latter stood at the weather shrouds, watching, by the light of the full moon that had now risen, and was shining brilliantly over the vast expanse of waters, the motions of the distant hooker, "what's come over the masthur at all, that he'd be lavin' all the fun behind him in Cove, and goin' home, an' the boat herself laky and shuck, from being on the ground this mornin'."

"Troth, Paddy, it's more than I can tell," was the answer of the person addressed, "if its not that there's something vexed him, for he was mighty *crass* all day."

"It's just that, Mr. Kelly, I'm thinking,' and shure it was enough to vex St. Patrick himself, to have the boat run ashore by that fellow abaft there—look at the lubber! There he is, lookin' as say-sick as a dog, an' for all that, thryin' to be coortin' Miss Emma, and she lookin' as if she didn't care if he went over the side this minit, more luck to her!"

"Thrus for you, Paddy, its little else she cares for the likes of him, not all as one as if young Misthur Hartnett was there. Ah, then, more's the pity that the masthur and he have quarrelled, for shure every body liked him, even the ould lady abaft there. But I say, Paddy, boy, what do you make out of that hooker? If she's come out to fish, she has passed the best of the banks. Would it be any thing she'd be takin' round the coast?"

"Its not takin' any thing round the coast she is, that's sartin, for 'tis Micky Sullivan's hooker; I'd know her any where, and I saw her to-day as clane as a new pin, and sorrow a bit of any thing aboard of her, but the praties for Micky, and the two boys wid him."

"Maybe its pleasurin' he'd be," said Kelly, humorously, "like the rest of the genteels, and thryin' his sailing with the masthur. But come, Paddy, boy, its no time for talkin'—lend a hand here, and let's take our spell at the pump."

Upwards of an hour had passed away, during which the Mountain Maid had tacked several times, while the hooker stretching much farther upon either tack, had, by long boards, contrived to keep the advantage she had of the yacht, and both were now again on the starboard tack, and in very nearly the same relative position to each other as w^h leaving Cove harbour. Aboard the Mountain Maid an important consultation, between her owner and the man Kelly, was going on ab^o where they could converse uninterruptedly, the ladies having retir^d below, and Fitzgerald being stretched, in all the misery of sea-sickness under the lee of the mast, his head hanging over the low bulwark f^r

ward of the shrouds. The subject of consultation was their situation ; yet many miles from their destined haven, with an increasing breeze and sea, and but just able, by incessant labour at the pump to keep the water under. With extreme reluctance, the old gentleman at length yielded to the prudential advice of the seaman, and consented to put back to Cove harbour, and either defer his resolution of proceeding home till his vessel could again be made seaworthy, or go by land. The Mountain Maid's helm was accordingly put hard-a-weather, her sheets were eased off, her squaresail hoisted and set with a reef in, and away she bounded before the wind, in the direction of the haven. As soon as Kelly had effected this manœuvre, again manned the pump, and seen that the helmsman had shaped a steady course, he turned, (being now left alone by his master, who went below to announce to the ladies his change of purpose,) and leaning over the taffrail, gave all his attention to the motions of the hooker, which they were now fast leaving.

There was certainly something strange in her manœuvres ; hitherto she had kept close up to the wind on every tack and endeavoured all she could to gain ground, but now that the Mountain Maid had wore, Kelly's experienced eye could distinguish that the hooker, which had just gone about, had let her head fall a couple of points off the wind, and seemed trying to edge down towards them, without attracting notice. He was about to draw the attention of the man to whom he had before been talking, and who was now at the helm, to this, when suddenly a heavy sea struck the yacht's stern, unshipped the already damaged rudder, and by the shock pitched him and the helmsman right against the companion hatch. At the same moment the yacht broached wildly up to the wind, burying her lee gunwale in the water, while just in time to save her from instant destruction from the filling of her sails aback, the mast snapped in twain, and down came the upper half, with the topmast, sails, rigging and all, over her side, leaving nothing standing but a naked stump. Quick as lightning, Kelly and the old sailor flew forward, and seizing axes, cut away the heavy mass of wreck, the yacht rising as they did so from her recumbent position to an even keel. Then, at the mercy of the waves, she rolled wildly about, drifting helplessly to leeward, while every now and then huge seas broke upon her broadside, and the water in her hold began to gain upon the pumps. At this juncture, when all was confusion and terror on board, the moon which a passing cloud had obscured, again shone out brilliantly, and, the hooker was seen bearing down rapidly to their assistance. A cry of joy burst from Fitzgerald at this sight: he, after narrowly escaping being swept overboard, when the hooker broached to, had been, since the

accident, stumbling up and down the deck, not seeming to know what he was about, and greatly in the way of the crew. Recovering his presence of mind, when succour appeared so nigh, and being completely cured of his sea-sickness by the fright, he went aft to where Emma Conway and her aunt, who had just come up from the cabin, were seated; and affected to make light of what had befallen them. He was, however, soon silenced by a look from Mr. Conway, who, considering him as the primary cause of the disaster, felt doubly indignant at his pretended carelessness on the subject. Emma scarcely noticed him—she had fully perceived the danger, and, though retaining sufficient command over herself to stay quiet and silent, her eye was fixed and staring, and her cheek deadly pale. The elderly lady was not so quiet—she was praying, weeping, and bemoaning her fate, and, by her conduct, adding greatly to the annoyance and perplexity of her brother.

At a short distance to windward of the Mountain Maid the hooker rounded to, and a boat put off from her, and, at imminent risk to itself, approached the unmanageable hulk. The first person who ascended from it to the deck of the crippled yacht was Edward Hartnett. Having learned the damaged condition of the Mountain Maid, and the obstinate resolve of its owner, he had hired the first hooker he met, and, preceding the yacht out of harbour, had attended closely to her motions, in momentary expectation of some catastrophe. When the yacht put away before the wind, he became doubly anxious, supposing that she had been compelled to this by the increase of the leak, and fearing she might founder, when too far for him to bring aid to those on board, he had in consequence let the hooker drop a little off her course, as has been remarked, and, perceiving the disaster that happened, had at once bore down, to offer his assistance for the second time.

"Hartnett, my boy, give me your hand," was the hearty salutation of Conway to the young man, as the latter, half expecting a reception similar to that given him in the morning, offered, in a cold and constrained tone of voice, to convey those on board to the hooker—"You are a noble fellow to act as you have done, after my treatment of you. I have been grossly in the wrong all through, and I sincerely beg your pardon. But I am well punished for my hastiness, by the loss of my yacht, and nearly of my life."

As he spoke he darted a look of anger and contempt at Fitzgerald whose countenance shewed considerable spite and vexation at the reception given to his rival, but doubly so when Hartnett was led up to the blushing and smiling Emma, by her father, and entrusted with the care of handing her to the boat. Hartnett had nearly forgotten the scene

around them, in the extacy of the moment, when he once more clasped the hand of her whom he had loved so long and well, and Emma was herself obliged to remind him of their situation, 'ere he fulfilled the pleasing duty assigned to him ; the old lady, who, in the warmth of her gratitude for their deliverance, was led along to the boat by her brother, refusing to take the hand of Fitzgerald. The latter, but for his fears that the yacht, whose wreck was wholly owing to him, would founder ere the boat could return, and his dislike to trust himself in the little punt belonging to the yacht, would have abstained from accompanying the party. As it was, he entered the boat, but placed himself in the bows, away from all, where he remained silent and sulky until they reached the hooker. The hardy crew of the Mountain Maid were left on board of her, at their own desire, to endeavour to keep her afloat till she would be towed into harbour by the vessel that had come to their assistance.

It is needless to delay. The hooker reached the harbour alone. The luckless yacht is now lying at the bottom of the waters, having foundered a short time after she had been taken in tow by the hooker, on board of which her crew were fortunately enabled to make their escape.

Many days had not elapsed since the events detailed when Edward Hartnett held again the position which had been for a time usurped by Fitzgerald, the latter having, notwithstanding what had occurred, hazarded a proposal to Emma, and been at once rejected. From her father he could expect no interference, as Mr. Conway had, even when he most encouraged him, declared that he would not control his daughter's wishes. Conscious of his own want of delicacy and gentlemanly feeling, in intruding his attentions on the young lady, whose affections he well knew were possessed by another, and not very proud of the light in which he appeared on the day of the Regatta, he made no further attempt to press his suit, but hastened to quit the country, which he eventually did a day or two previous to that fixed on for the union of Emma Conway and Edward Hartnett.

BLAIRMORE AND STRONE REGATTA.

THIS annual regatta came off on Saturday, June 21st, on Loch Long, opposite to Blairmore. The weather, which for some days before had been most inclement, was on this occasion very favourable as long as the regatta lasted, but immediately thereafter the wind blew and the rain fell with most unusual fury for about an hour, making to visitors from other places, a disagreeable termination to a most happy day. The arrangement of the regatta this

year was very complete, and the confusion that has been experienced so often in starting races by the crowding of small boats in the course near the Commodore's barge was effectually remedied by the fixing of two long booms on each side of the starting course, which kept the small craft outside. The duties of Commodore were efficiently discharged by the Hon. G. F. Boyle, of the Garrison, Millport, assisted by the obliging secretary and assistant-secretary, and an influential committee of gentlemen from Blairmore, Strone and Kilcreggan, on board the steamer Lochgoil, which was moored a short distance from the shore. The Commodore's fine screw yacht Valetta was moored opposite with her Majesty's cutter Harriet, and the starting point was from the intervening space. There was a large turn-out of yachts and pleasure boats, and the mouth of the loch presented a very gay and stirring appearance from the coursing about of these tiny craft. There was also a large assemblage of spectators on the shore and hill behind, besides a select party of the subscribers and friends on board the barge.

A sailing race for yachts not exceeding 20 tons—prize, the Blairmore and Strone Cup, value 20 guineas—a time race—one minute per ton allowed for difference of tonnage. There were four entries.

Numbered as in Hunt's Yacht List for 1862.

No.	Names of Yachts	Rig.	Tons.	Owners.	Builders.
170	Cinderella.....	cutter	15	A. Finlay, Esq.	Fife
864	Ripple	cutter	12	D. Fulton, Esq.	
978	Swallow	cutter	10	D. J. Penny, Esq.	Wanhill
1257	Waterwitch.....	cutter	20	Capt. H. B. Sandford	Aldous

The course was from the barge to Circe's buoy off Kilcreggan, thence round shoals over to flag-boat off Ashton, thence to flag-boat off Kirn and back to barge. The yachts effected a fine start at 1h. 9m. 21s., the Waterwitch first, followed by the Cinderella, Ripple, and Swallow, scarcely five seconds being between the first and last. The yachts made beautiful way under a favourable breeze from the south-west. The Cinderella after a short heat took the lead from the Waterwitch, the Ripple kept her place well on the Cinderella, and was soon second, and the Swallow kept close on the Ripple. The first round was accomplished before three o'clock, and they had to make a second. In passing Commodore at the end of the first round, they were timed as follows:—Cinderella, 2h. 48m. 44s.; Ripple, 2h. 48m. 54s.; Swallow, 2h. 51m. 5s.; Waterwitch, 2h. 53m. 46s.

The run between the Cinderella and Ripple caused much interest. It was very close, there being only 10 seconds between them in passing the buoy and there was only 5min. and 10sec. between the first and last in a run one hour and 40 minutes. In the second round the wind freshened considerably, and it was made in a shorter time. The positions were somewhat changed, the Swallow having attained the second post. They came in the closing round at the following time.—Cinderella, 4h. 18m. 50s.; Swallow, 4h. 20m. 36s.; Ripple, 4h. 24m. 25s.; Waterwitch 4h. 24m. 36s.

The Ripple had seven minutes to get from the Cinderella, the latter being 7 tons heavier; the cup was thus won by the Ripple, in 1 minute and 25 seconds over the Cinderella, according to the time taken by Mr. John M'Kenzie from Mr. Park's chronometer establishment Greenock.

There was a sailing race for yachts not over 5 tons on the programme. The prize was the Ladies' Cup, but not a yachtman had the gallantry to enter the list, and the Ladies' Cup was left over for another year, when it is to be hoped with better success.

Lugsail Race for a prize of £2. There were four entries—Chase, Stewart; Thistle, Crawford; Gipsy, Barr; and Ellen, Orr. A good start was effected, and several well-executed pieces of seamanship were displayed that called forth warm approbation from the spectators, particularly by the Gipsy. In starting this craft had the wind taken away by another which got past her; neither, however, could weather H.M.'s cutter, and the first ran down and got between the stern of the Valetta and the long boom behind, not above three yards separate, while the Gipsy tried, and successfully managed, to go between the stern of the cutter and bow of the Valetta, the space between which was not two yards. The Gipsy by this means gained considerably upon her opponent. After a very fine race they came in as follows:—Chase, Thistle, Gipsy, and Ellen.

Sailing Match between cutters of H.M.S. Hogue, Prize, £2. There were two entries in the race—the first and second cutters—when after a very fine race they came in as follows:—First Cutter, Bridges, 1st Lieut.; Second Cutter, Hewson, 2nd Lieut.

The first cutter, in coming in, ran against the boom in the water, and the concussion carried away her mast.

Several rowing matches followed which were well contested, and among them a four-oared race by 23 feet jolly-boats, pulled by gentlemen amateurs. Prize the Monzie cup, presented by Alexander Campbell, Esq., of Monzie. The following contested—Undine, Shannon, Greenock; Sylph, M'Cree, Glasgow; Thetis, Finlay, Gourrock; Coquet, Weir.

There was a beautiful start in this race, but the Undine shot away and came in winner of the cup, a good space ahead. The other boats were close together and caused great interest.

Another four-oared 20 feet jolly boats, pulled by gentlemen amateurs. Prize, the Lochgoilhead Cup (winner of the Monzie Cup excluded). There were three entries:—Daisy, Finlay, Gourrock; Undine, Coats; Bunting, Harvey.

There was a good start—the Daisy took the lead. A foul occurred between the two latter, after which the Undine returned and protested against the race in consequence of one of the crew of the Bunting having lifted out their rudder and cast it away. The other two kept on, but before reaching the buoy the Daisy filled with water. The Bunting pulled to her assistance and took the crew on board and returned with them to the barge. The committee decided not to award the prize in consequence of the foul and unshipping of the rudder.

The sports were concluded with a burlesque Negro concert given by about a dozen tars of H.M.S. Hogue, with their faces blackened, and dressed in the most ridiculous negro style. They were pulled round the Commodore's barge, playing on the fiddle, bango, penny trumpets, gong, &c., to the amusement of those on board; after which they pulled ashore and marched along the road.

The band of H.M.S. Hogue, by the kind permission of Captain M'Donald, was on board the Lochgoil, and added greatly to the pleasures of the day; and the purveying department was most efficiently attended to by Mr. Charles Wilson, of the Royal Restaurant, West Nile Street, Glasgow. The prizes were gracefully presented to the successful competitors by Miss Stoddart, assisted by W. W. Watson, Esq., at the close of the regatta.

LOUGH KEY REGATTA.

THIS regatta took place at Lough Key on Thursday, July 31, and was distinguished by some first-rate sailing matches. Too much credit cannot be given to those gentlemen who acted as stewards upon the occasion, for the very able and judicious manner in which the arrangements for the day were carried out by them. The band of the county regiment performed during the day alternately between the private pleasure grounds of Rockingham and the castle island, while the Hon Robt. King, as usual, had all the gates of the demense thrown open from an early hour in the morning. The first and second sailing matches were won by the Meta, the property of the Hon R. King, who left every boat she had to compete with, so far as time was concerned, far and away behind her. The Meta was sailed upon this occasion by Capt. Paget, R.N. We subjoin an account of the day's racing; for the first race of which, a Purse of £25, the following boats started precisely at 11h. 30m. a.m.:—Meta, 8 tons, Hon R. E. King,; Corsair, 15 tons, Capt. Holmes,; Avenger, 9 tons, Capt. Birchall,; Querida, 8 tons, M. O'Connor, Esq.; Lady Louisa, 10 tons, Jas. Bond, Esq.

After a most exciting race, three times round the Lough Key course, they arrived in in the following order:—Corsair, 12h. 59m. 24s.; Meta, 1h. 1m. 30s.; Lady Louisa, 1h. 12h. 16m.; Querida, 1h. 17m. 46s. The Avenger gave up after the second round. The second prize of £5 was adjudged to the Corsair, while the Lady Louisa saved her stake.

The sailing match for the small craft was started precisely at five minutes to two p.m. The following competed for the 10 sovs prize:—Beeswing, 3½ tons, — Morahan, Esq.; The Gipsy, 8 tons, J. Birchall, Esq.; Mary Anne, 2 tons, — Forde, Esq.

After going once over the course they rounded the flagboat in the following order, the Beeswing winning in good style:—Beeswing, 2h. 31m. 30s.; The Gipsy, 2h. 34m. 14s.; Mary Anne, 2h. 35m. 10s.

The last sailing match was for the Challenge Cup, which race was started at five minutes to four p.m. The Corsair, Meta, and Querida went out to

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this race, and, after a most exciting contest between the two former boats, arrived in the following order :—The Corsair, 5h. 37m. 21s. ; the Meta, 5h. 38m. 27s. ; the Querida, 6h. 0m. 20s.

The boat races were then proceeded with. The owners of the boats entered not having been able to procure a crew of gentlemen for each boat, the stewards allowed them the privilege of manning them with their own crews. The following boats started :—The Mayfly (Morahan), and the Green Drake (Johnston). The first heat was won by Morahan. The second heat was adjudged to the crew of the Johnstons, the Mayfly having fouled the Green Drake while running over the course. In the third heat, the Morahans having again fouled the Johnstons, the stewards awarded the prize to the latter crew.

PRIVATE SAILING MATCH.

On Sept. 11th, an exciting match came off between the Marina cutter, 62 tons, J. C. Morice, Esq., and the Amazon cutter, 48 tons, Capt. H. F. Smith, for 50 sovs., course from Boulogne to Ryde, Isle of Wight. The start took place at 2h. p.m., wind N.N.E., the Marina carrying her large sailing topsail, and Amazon a jib-headed one. The latter took the lead, closely followed by her opponent on the weather quarter. Marina shortly went to the front, when Amazon shifted topsails. Marina then set her balloon jib and foresail, Amazon her balloon foresail only. The wind now became light, and veered round to S.W., balloon canvas taken in, and both vessels close hauled: at 10h. 30m. the wind shifted to N.E., when the Amazon came close upon the weather quarter of Marina, both vessels keeping close together as far as Beachey Head, in rounding which Marina took the lead, resetting her balloon foresail. This advantage was of short duration, the Amazon again obtaining the lead, until both vessels got becalmed. The wind varying to E. the Marina regained the lead as far as Brighton, where she fell into a calm. At 10h. a.m., a steady breeze from the westward enabled her to stand off, and cross the Amazon on the starboard tack, and again on the port tack, both vessels standing in: at 11h. 20m. the breeze freshening, they tacked off Shoreham, where Marina took in balloon foresail, both going tack for tack, and keeping up a smart race until off Bognor, when the Marina took the lead—Amazon shifting topsail for a jib-headed one, Marina still carrying her big topsail and jib. After a well-contested race, Marina came in ahead of the Amazon at the finish by 12 minutes. No time was allowed for difference of tonnage.

NORFOLK AND SUFFOLK YACHT CLUB MATCHES.

AUGUST 7TH.—The third gathering of the fleet belonging to the above club took place this day on the splendid sheet of water Oulton Broad. The weather in the morning was a counterpart of that experienced at Lowestoft regatta. The morning broke with wind at South-west blowing half a gale, accompanied by a ready down pour, and all hopes of a pleasant day were crushed.

However, as the day advanced occasional lulls rather cheered the forlorn crews—for the fiat had gone forth, and there was no retreating. The matches must come off; the Yarmouth Artillery Band did its utmost to add some spirit in the scene.

The first match was for cutter yachts, £12 to the first boat, and £8 to the second. The course was four times round the Broad, the entire distance being about seven miles. The following started :—Wanderer, 14 tons, Capt. Barber; Red Rover, 14 tons, S. Nightingale Esq.; Belvidere, 9 tons, Capt. Read; Bittern, 7 tons, Messrs. Morgans; Kestrel, 12 tons, W. Butcher, Esq.; Myth, 10 tons, R. J. H. Harvey, Esq.

As the gun fired prematurely, several of the yachts lost way in starting. The Bittern was late; the Red Rover lost some minutes; and the Myth was not even at her moorings. Off they went however, the Wanderer in front; before half the first round the Red Rover had taken the second place; and between these two the rest of the match virtually lay. A very exciting contest was the result, the Wanderer eventually winning by about 1m. 1s. Had the Red Rover had a fair start she must to day have undoubtedly carried off the prize, and sustained her former reputation. She lay besides at considerable disadvantage as regards her crew, for as only a certain number of watermen are allowed by the rules of the club, the deficiency being made up by amateurs who are members, and as the Wanderer contrived to secure some of the best hands, her opponent had, with the exception of two or three, to put up with what she could get. This rule is, we understand, about to undergo alteration. The following is the time :—Wanderer 3h. 19m. 39s.; Red Rover, 3h. 20m. 40s.; Belvidere, 3h. 23m. 42s.; Bittern, Kestrel, and Myth, not timed.

The Wanderer was hailed the winner of the £12, and the Red Rover of the £8 prizes.

A second match between latteeners for a prize of £12, between the following viz.—Merlin, 4 tons, J. Foster, Esq., Enchantress, 6 tons, H. P. Green, Esq., and Vampire, 8 tons, W. J. Everitt, Esq. This was a splendidly contested match, and excited great interest. At starting at 5h. 20m. the "little 'un" led, walking away from her opponents, but was passed before the second round, first by the Enchantress and next by the Vampire. Though the Enchantress eventually won—the Merlin losing by only 2sec., in consequence of time allowed for difference of tonnage,—the closeness of the following figures will show how well contested was the match :—Enchantress, 6h. 17m. 9s.; Vampire, 6h. 17m. 26s.; Merlin, 6h. 18m. 11s.

A spirited challenge was thrown out and accepted between the owners of the Red Rover and the Wanderer, to sail at four different places, namely, Yarmouth Roads, Burgh, Cantley, and Oulton, for £20 catch match; no restrictions as to crews, and the four matches to come off in one month.

Aug. 8th—The challenge cup was sailed for, by the Wanderer, 14 tons, Mr. J. L. Barber, being challenged by the Merlin, 4 tons, Mr. J. Foster; the Enchantress, 6 tons, Mr. H. P. Green; and the Myth, 9 tons, Mr. R. J. H. Harvey of Norwich. The weather was less boisterous than on the pre-

ceding day, there being a pleasant westerly breeze. The start took place at 2h. 30m., the *Wanderer*, as usual, going to the front. The course was the same, four times round the Broad, and was very soon gone over, the first round.

In the next round the *Wanderer* walked away from her small opponents at a surprising rate, her advantage over the *Enchantress* being increased from 55s. to 2m. 42s.; the *Myth*, however, was not so easily disposed of, and went ahead both of the *Enchantress* and the *Merlin*.

The third round still further increased the lead of the *Wanderer*, but the *Myth* held on to her pretty well, and even at this period had a slight actual advantage, allowance being made for her difference of tonnage.

In the fourth and final round the *Wanderer* showed that her star is still in the ascendant, as she left the *Myth* 2m. 46s., astern, thus winning by 16s. The *Enchantress* was a pretty good third: but, of course, both she and the *Merlin* stood no chance against their heavier opponents. Time:—*Wanderer*, 2h. 56m. 0s.; *Myth*, 2h. 58m. 46s.; *Enchantress*, 3h. 0m. 55s.; *Merlin*, 3h. 2m. 54s.

All efforts to deprive Mr. Barber of the cup have, therefore, proved futile. At the commencement of the season it was in his possession, and he still retains it.

Aug. 28.—A challenge match came off, on the Yare, between two of the above yachts—*Wanderer* and *Myth*. Mr. Harvey not being satisfied with the performance of his yacht when sailing for the challenge cup at Oulton, had some alterations made in her rig, and challenged Mr. Barber to another trial. It was agreed that they should sail from Brundall to Reedham and back, a distance of about 20 miles, the *Myth* receiving 4m., and that the loser should present the winner with a piece of plate of the value of 15 guineas.

At 11h. 55m. they started, the *Wanderer* with the lead, and both going merrily along under the influence of a north-east breeze. The *Myth* which carried, besides her wherry-like main-sail, a jib and topsail, passed her opponent after the first quarter of a mile, and kept the lead for some distance; but, after a few miles the *Wanderer* recovered her position, and passed her opponent, and gradually went away from, which was further increased by the *Myth's* topsail halyards giving way and the sail coming down by the run. The *Wanderer* having crowded on all sail, was never again headed, and she was hailed the winner by 6m. 45s. after deducting the stipulated allowance. This vessel has been very successful, and it will be a great conquest to any yacht to beat her.

Mr. Reed has sold the *Belvidere*, and intends building another yacht to compete with the champion next season.

On Monday, September 8th, a match took place on the Waveney, at Somerleyton, near Lowestoft, for a Subscription Silver Cup, of the value of £8; the major part being contributed by Mr. Roll, host of the King's Head Tavern, Somerleyton. For this three started:—Wallace, 5 tons, Mr. Collinson, of Great Yarmouth; Iria, 8 tons, Mr. D. Stone, Great Yarmouth; arj

Bittern, 7 tons, Mr. J. B. Morgan, of Norwich. This was a more equal race than is usual with the Norfolk and Suffolk Yacht Club, the Wanderer and one or two other noted yachts not entering, the race had also the merit of novelty. The weather was beautiful, with a light westerly breeze, and the competing vessels slipped easily over the unruffled bosom of the Waveney, making no great way, although they carried both jib and topsail. The course was marked with flags, and extended over two miles, which being traversed three times, made six miles in all.

The start took place at 1h. 36m. p.m., and Iris having the best berth soon went to the front, and kept the lead throughout; she completed her first round at 2h. 6m. 35s., the Bittern following at 2h. 7m. 2s., and Wallace at 2h. 9m. 30s. Second round was not very noticeable, except that the breeze was a little lighter. Iris gradually left the Bittern further astern, the round being completed by the former at 2h. 41m. 50s., and by the latter at 2h. 43m. 20s. the Wallace a minute or two later; the third round being finally completed as under, viz:—Iris 3h. 10m. 40s., Bittern 3h. 15m. 40s., Wallace 3h. 22m. 47s. They were well handled, and considering the extreme lightness of the breeze they accomplished the distance in pretty good time.

ITCHEN REGATTA, SOUTHAMPTON.

On Monday, August 4th, under the patronage of T. Chamberlayne, Esq., and T. W. Fleming, Esq., and was very numerously supported, this affair commenced, which was acknowledged to be the best ever held on these waters. The renowned Phosphorus, of the Royal Thames, W. Turner, Esq., which arrived but a few days previous laden with honours, from the Scotch, English, and Irish coasts, was moored off the head-quarters, Hatcher's building yard, and was kindly lent for the use of the committee. The excursion steamer Phœnix, Capt. Cockett, was chartered by the committee for the members, subscribers, and their friends to accompany the yachts round the course.

The first match, a purse of £15, for yachts not exceeding 12 tons o.m. Time race, 1 minute per ton.

The last vessel was entered, but had not arrived in the waters up to the gun fire, and the Octoroon only arrived the evening before from the Thames; and as some little extent of time was necessary for her to prepare, an hour's grace was allowed.

The course was from the starting vessel out of the river, outside the cutter, thence round the West India buoy, thence to Cracknore Hard buoy, returning into the Itchen, round a mark boat off the Belvidere yard. There was a fresh whole-sail breeze from the southward, inclining to the S.S.E. at times, which rendered the tactics throughout the course of interest. It was a dead beat out of the river Itchen, and some excellent turning to windward, outside as far as the West India buoy; from thence flowing sheets to the northern extremity of the course—Cracknore; and after a tack or two from

thence to the revenue cutter hulk. There was a fair wind back to the station vessel, and this manœuvre was performed with little variation throughout the three rounds of the course. The same observations apply to the other sailing matches, with the course slightly shortened.

At 12h. 28m., the preparatory gun was fired, and five minutes afterwards the starting gun. Don Juan was smartest under canvas, but in another instant she was brought up all standing, having fouled something or other, when it was observed that the slip rope had got a hitch round the "night head;" this was instantaneously cleared, but her opponents meanwhile took the start, the Quiver leading. As Jack would say, "When all's wrong at first everything goes wrong afterwards," and sure enough nothing but a chapter of mishaps followed. In working out of the river, off Cross House, Don Juan carried away her topsail sheet no less than three times, which could not have been well secured, and after another tack or two deposited her precious carcase on the mud between the Itchen pontoon pier and the dock head. Fortunately a steam tug was passing at the time, and Don Juan was tugged out of his difficulty. The match was thus left to be decided by the Quiver and Octoroon, the former keeping her lead throughout, and finishing thus:—Quiver, 5h. 2m. 30s.; Octoroon, 5h. 7m. 0s.

Second match; a prize of £11, for pleasure boats not exceeding 22 feet; three sails; time race, one minute per foot; thus divided; first boat £5, second £3 10s, third £2 10s. The following vessels were entered, and started at one p.m., the whole of them being 20 feet boats:—Lizzie, H. Thompson; Folly, W. Nicholls; Frolic, B. Harria. A great deal of excitement was created throughout this most interesting race, particularly between the Lizzie and the Frolic, the former being owned by Mr. Coyle and the latter by Mr. Gordon. Both boats were built by Hatcher some few years ago, and ever since have contended together in friendly rivalry, the Frolic, however, having always kept the laurels. During the absence of her builder in the recent matches on the Scotch and Irish coasts in the Phosphorus, Mr. Cowle had the Lizzie hauled up, and subjected her, after his ideas, to the pruning knife, and the removal of a few timbers and planks gave to her a clearer run, and this season it appears had the desired effect, and for the first time she has gained the honour of victory, as will be seen by the following time, in the final round:—Lizzie, 4h. 49m. 0s.; Frolic, 4h. 49m. 10s.; Folly, 5h. 54m. 0s.

It will be seen that the Lizzie gained on the Frolic in the first round only ten seconds, but upon the second round she lost by 1m. 15s., and during the last round regained her former position, and became the winner by ten seconds. It was a most interesting race, and in the Narrows it was a touch and go affair, each smelling the ground occasionally, and some excellent jockeyism was displayed.

These matches were followed by three several contests, between fishermen's boats, and races by four-oared galleys, and punts. A grand display of rockets closed the day.

On the day following the regatta, Captain Chamberlayne very handsomely

declined to take the cup won by Quiver, and wished it to be reserved for another year, at the same time he congratulated the Committee upon the great success of the present regatta.

WINDERMERE MATCHES.

We have been favored with an account of the various matches which have come off on this beautiful Lake during the present season, the first of which was on the 15th July, viz., the Challenge Cup held by J. R. Bridson, Esq., owner of the Jilt; as regards weather it was all that could be desired, the wind blowing stiffly and steadily from the southward, and the sun shining out brightly, giving a most cheerful aspect to the whole scene. Many hundreds had assembled to witness the imposing spectacle, which was looked forward to with much eagerness and interest, owing to there having been built five new yachts to compete with the victorious Jilt of last year; but whether from their having been only lately launched, and not having time to test their powers of carrying canvas, &c., or some other cause, they were not only inferior to the Jilt but behind all the other yachts in the race. The Ganymede, it is true, broke down early, or it was thought she would have held a good position.

The following is the list of yachts that started, with the names of their owners and the times at which they arrived at the finish :—

Names of Yachts	Rig	Tons.	Owners	Finish.		
				h.	m.	s.
Jilt.....	cutter	25 0	J. R. Bridson, Esq.	2	3	45
Extravaganza	cutter	22 3	W. Tomkyns, Esq.	2	12	21
Mosquito.....	cutter	22 0	G. A. Aufriere, Esq.	2	21	2
Mayflower.....	cutter	19 9	J. H. Puckle, Esq.	2	27	57
Meteor.....	cutter	19 8	S. Taylor, Esq.	2	31	24
Hazard.....	cutter	20 0	J. Fell, Esq.	2	37	40
Cyclops.....	cutter	21 0	Lt. Col. Wheatley	2	42	6
Surprise.....			H. G. Gibson, Esq.	2	42	10
Sylph	cutter	20 0	Rev. J. Bush	not timed.		
Ganymede	cutter	22 0	L. J. Crossley, Esq.	gave up.		
Wave Crest.....	cutter	19 9	J. G. M. Ridehalgh, Esq.	gave up.		

A beautiful start was made exactly at eleven o'clock, the time appointed, when the Jilt seemed to move off the very instant the gun was fired, followed hard up by the Mosquito and Ganymede, Extravaganza making the worst start, giving the appearance to the bystanders that all was not quite ready. The Jilt kept the lead all the way, arriving at the winning buoy at 2h. 3m. 45s., thus completing the race under three hours and four minutes, and carrying off the prize, a handsome silver salver, value £50, which now is the property of the owner of the Jilt, J. R. Bridson, Esq., he having won it two years in succession. Extravaganza was second, arriving at 2h. 12m. 21s., just eight minutes and thirty-four seconds behind the Jilt, and after taking off her allowance for shorter measure, she was a loser by four minutes and fifty-one seconds. She received a second prize value £5.

Additional interest was added to the match from the fact of there being three noted builders in the race, viz., Hatcher, of Southampton, builder of the Jilt, and also of the Phosphorus; Fife of the Clyde, builder of the Surprise; and Bishop, builder of the Sylph. Barrow, too, of Bowness, deserves more than honourable mention from his being the builder of the Extravaganza, the second boat, and winner of two cups; this same boat ran the Jilt hard last year, being beaten only by a few seconds. The course was, as formerly, the circuit of the lake, with the exception of passing the "Narrows" a second time.

July 17th.—A prize of the value of 12 sovs., a silver inkstand, was contested by all the before mentioned yachts, except Jilt. It was a most beautiful race—one of the finest ever seen on the lake. All the vessels arrived within fifteen minutes after a run of three hours and a half. The three first arrivals were only timed, viz., Extravaganza, 2h. 33m. 45s.; Mosquito, 2h. 38m. 12s.; Wave Crest, 2h. 38m. 58s.

On the arrival of the Wave Crest there was a rush to the flagboat, the general public believing the prize to be hers, but the umpire gave in his time, deciding in favour of the Extravaganza, which has to allow the Wave Crest five minutes, and it will be seen from the above times that the first boat had thirteen seconds to spare. The wind was rather lighter than on the previous day, and the weather not quite so favourable, the sun veiling his face, and the rain falling to damp the ardour of the spectators.

July 29th.—The third match came off, the prize being a Silver Salver value 16 sovs., for this the same yachts as in last race started. The day beautifully fine, the sun shining out upon the white canvas, and the wind blowing briskly, caused the little fleet to glide like so many fairies,—a most pleasing sight. They were not many minutes before being out of sight of spectators on shore, but were eagerly watched for on their return. The Wave Crest led the way, when, by a little manœuvring, after passing the Narrows, between the Wave Crest and Meteor, the latter stole past the Wave Crest, and gained several seconds in Bowness Bay, that could not be recovered again during the race, which proved a very close one throughout. The time of arrival of the first four was:—Meteor, 2h. 36m. 30s.; Wave Crest, 2h. 38m. 30s.; Sylph, 2h. 41m. 20s.; Hazard, 2h. 45m. 20s.

The Meteor thus became the winner by two minutes.

July 31st.—Another race came off to-day for a Silver Tea Caddy, value £11, with a good wind blowing from the South, but drizzling rain fell during the whole of the day, which rather spoiled the comfort of the lookers on, though the interest excited in these matches seemed unabated, for great crowds might be seen at every promontory and advantageous spot, discussing the different positions of the favourites as they passed along.

The winners of the previous prizes being debarred from running in this race, only seven boats started, viz.—Ganymede, Cyclops, Hazard, Wave, Crest, Surprise, Sylph, and Mayflower.

It was a very close race indeed, between the Ganymede, Cyclops, and Hazard, there being but twelve seconds between the first and the last,

whilst the Wave Crest followed, in a minute and five seconds, the Ganymede. At this point the Hazard, by the shorter measure, was the first boat, but the lucky breeze falling upon the Wave Crest, brought her up to the winning post first: the time of the arrival of the first four being;—Wave Crest, 2h. 20m. 37s.; Hazard, 2h. 21m. 5s.; Cyclops, 2h. 23m. 41s.; Ganymede, 2h. 24m. 0s.

The Wave Crest was hailed the winner.

Aug. 5th and 6th.—The last race of the season was sailed in heats. On the first day five yachts started when a regular thunderstorm came on and hid the sailors temporarily from view, but the race seemed to be between Ganymede and Hazard. Ganymede passed the Narrows about a minute before the Hazard in going up, but at the finish the Hazard was a few seconds under the minute first. In the second heat on the following day the same two yachts drew into close quarters again, but Hazard at the finish was a little over four minutes ahead of her competitor; and thus was brought to an end, for this season, as interesting and exciting a series of matches as was ever known on Windermere, not less than six handsome prizes from £50 value downward having been sailed for by very spirited crews.

GREAT YARMOUTH WATER FROLIC.

THIS time honoured anniversary which in former years was wont to be the most interesting of our local amusements, took place on Monday, Aug. 4th, and was attended by a large number of pleasure seekers from the town and neighbourhood. Years ago, but fresh in the recollection of many of our townsmen, the annual trip to Burgh was an event of no mean local importance, as it was the occasion of a general merrymaking, from the chief magistrate of the borough to the poorest of his fellow townsmen. The civic functionary in those days preceded by his mace bearers and accompanied by the members of the corporation, started on the morning of the Frolic from the Town-hall, and with music and jollity took their departure in a state barge, for the scene of the day's amusement. The proceedings of the day would consist of a sailing match by river craft which having been brought to a conclusion, the whole flotilla of barges, yachts, and craft of every description, would proceed to the entrance of the Waveney and there snugly moored under the shade of the Burgh hills, crowned by the fine old ruins of its ancient Castle—the Garianonum of the Romans—feasting and carousal became the order of the day; on this occasion the mayor for the ensuing year was always nominated, and the day was celebrated amid toasting of healths and general festivity. In the evening the little fleet with its host of *bon vivants* returned home, the river walls being thronged with crowds of persons interested in watching the return of the boats, and listening to the music on board as it came wafted to them across the water.

The Water Frolic of the present day although shorn of its civic character, still retains some of its former characteristics; there is the same element

remaining of feasting, drinking, and general jollity, but the absence of the mayor and corporation has divested it of all official importance, and the day is simply set apart for holding generally some admirable sailing matches, and the enjoyment of the good things of this life, under the cool shade of spreading trees by the river side, or on board some craft chartered for the day as a floating "public." The Bridge-quay on the morning of Aug. 4th, presented its accustomed animated appearance, large numbers of persons wending their way in the direction of Mr. Fill's steamboats, who with his usual enterprise had placed two of his most commodious vessels at the service of the public, who were not slow in availing themselves of a cheap trip, indeed the greater number of the excursion craft were well freighted and must have reaped a good harvest. On arriving at Burgh the old scene presented itself, with scarcely a feature in the affair that would be termed a novelty, and yet every person one met appeared in a high state of enjoyment and determined to make the most of a *day out*. There was a good attendance of river yachts, among which the *Myth*, a new boat belonging to R. J. Harvey, Esq., High Sheriff of the County, attracted general attention. She is wherry-rigged, a class of vessel peculiar to Great Yarmouth.

Shortly after one o'clock the gun fired for the cutter-rigged yachts to take up their moorings to compete for a prize of £10. The following entered, and took up their respective positions :—*Wanderer*, 14 tons, J. L. Barber, Esq; *Red Rover*, 14 tons, S. Nightingale, Esq.; *Myth*, 10 tons, R. J. Harvey, Esq.; *Belvidere*, 9 tons, T. Read, Esq.; *Bittern*, 7 tons, J. Morgan, Esq.

By this time the greater number of excursionists had arrived at the scene of the day's amusement, and had scattered themselves along the river bank, enjoying themselves in various fashions. The band of the Yarmouth Rifles was stationed in a boat moored in mid stream, and, by some excellent music, contributed greatly to the pleasure of the day. Precisely at 1h. 30m. the gun fired from the committee's flag-boat, and a splendid start was effected; the *Myth*, which had the advantage of being to windward at starting, taking the lead and going off at a tremendous rate, closely followed, however, by the *Wanderer*, *Red Rover*, and *Belvidere*. The sailing was arranged for four times round the course, making a total distance of about 10 miles. The wind blew steadily from the south, and as the yachts bowled along all in a cluster before it, in the direction of the buoy moored at the east end of the course, it became evident that a capital match was in prospect. The *Myth* was the first boat round the buoy, closely waited upon by the *Wanderer*, *Red Rover*, and *Belvidere*. This order was maintained until the yachts were nearly abreast of the committee's boat, when some fine skill was displayed by the crews of the competing craft in beating up. The *Wanderer*, after being handled in a most masterly manner by the veteran Joe Amis, succeeded in getting to windward of her opponents, and completed the first round some seconds in advance of the *Red Rover*. *Wanderer* continued to increase her advantage in the remaining rounds, and finally came in the winner by about a minute, amid the cheers of the spectators. The *Red*

Rover, which in the second round had been compelled to succumb to the Belvidere—who at one period of the match looked very much like winning,—recovered her position in the third round, and gained somewhat upon her old opponent the Wanderer, but “Joe,” who was determined to add another laurel to his aquatic fame, was wide awake, and the Red Rover once more was compelled to sail a *stern chase*. The Belvidere had the misfortune in the last round to carry away her main halyards, and gave up. The following is the time taken at the conclusion of the race :—Wanderer, 2h. 47m. 52s.; Red Rover, 2h. 48m. 50s.; Myth, 2h. 51m. 0s.; Bittern, 2h. 55m. 45s.—The Belvidere gave up.

The second match was for a prize of £10 for latteen yachts, for which the following started :—Vampire, W. Everitt, Esq., Enchantress, H. Green, Esq., Merlin, J. Foster, Esq.

Precisely at 3h. 15m. the yachts started, the course being the same as in the previous match. The Vampire, which took the lead at starting kept her position throughout the match, and came in the winner by about a minute. The following is the time at finish :—Vampire, 4h. 44m. 10s.; Enchantress, 4h 45m. 24s.; Merlin, 4h. 47m. 45s.

This match brought the day's sports to a conclusion, and the return trip commenced; the Water Frolic of 1862 being in every respect a success, without an accident having occurred to mar the pleasure of the day.—*Yarmouth Independent*.

KINSALE REGATTA.

THIS Regatta took place on the 23rd of July. The weather being beautiful the bay was studded with craft of every description, dressed out with the gayest bunting, wore a most picturesque appearance. The secretary (Mr. Lewis,) and Captain (M'Daniel R.N.) were most energetic during the day, and to them chiefly is owing the great success of the regatta. There were a good many yachts in the harbour, amongst them the Cymba, E. Burke, Esq. Kingfisher, J. O'Keefe, Esq.; Traviata, Captain W. D. Seymour; and the Avalanche, J. Wheeler, Esq.

At twenty minutes past eleven the following yachts started for the principal race. The prize :—The Member's Cup, value £50, with £15 added, to be won twice before it became private property, it was won last year by the Glance :—

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
917	Sibyl	cutter	39	Sir J. Arnott, M.P.	Wheeler
468	Glance	cutter	36	A. Duncan, Esq.	Hatcher
621	Lurline	cutter	57	J. C. Atkins, Esq.	Wanhill
187	Coolin	cutter	35	G. Robinson, Esq.	Wanhill

The course was round the Sovereign Islands, thence on to a flagboat, moored three miles west of the Old Head of Kinsale, and back the same course. The start was a good one, Lurline leading, and kept it all through. The Coolin having filled on the wrong side when starting, threw her back a little, but in a short time she was in a very good position. When the yachts came in sight in the evening, the race being a time one, it was not for a moment doubted but that the Lurline would be the winner, although she had to allow half a minute per ton to the others.

They arrived in the following order:—

	h. m. s.		h. m. s.
Lurline	5 9 40	Sybil.....	5 15 45
Glance	5 15 50	Coolin.....	5 17 30

At 12h. the next race took place for yachts of not less than 5 tons and not exceeding 15 tons, prize £15, for which the following started:—

Numbered as in Hunt's Yacht List for 1862.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
371	Fawn	cutter	14	F. E. Holmes, Esq.	Henessy
1340	Zuffa.....	cutter	10	A. Hargrave, Esq.	
8	Æone	cutter	15	J. Corbett, Esq.	

This was a very good race, Zuffa having a slight lead going out. They arrived as follows:—

	h. m. s.		h. m. s.		h. m. s.
Fawn.....	6 24 45	Zuffa.....	6 20 10	Æone.....	not timed

At 2h. the race for sail-boats not measuring more than 22 feet in length. The following started:—Flirt (Jagoe); Paddy from Cork (T. Fussell), the latter won. The rowing races were as follows:—Six-oared yawls, the winner to get £1. 15s. the William and John started; William won. The next was for four-oared boats, prize £2 Two started, Coast Guard boat, and House Stand boat. The latter won. Several minor races and sports concluded the day.

BOULOGNE REGATTA.

THIS affair was not managed with the usual care bestowed on our English Regattas, for according to the statement of H. F. Smith, Esq., owner of the Amazon, the Committee issued two programmes, in one of which the time stated for H. L. M. the Emperor's prize was half-a-minute, and in the other the time was a quarter-of-a-minute—in consequence of which the Amazon left the port, declining to contend in the race. This was much regretted as she is a great favourite with the residents of Boulogne.

Monday 14th of July was the day fixed for the contest, and the morning opened with a strong south-westerly breeze. The races commenced with a first prize of a Gold Medal given by the Emperor, and a purse of 1000 francs,

for all yachts of any rig, belonging to a Royal Club, and the second prize a Gold Anchor. The following started:—

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
207	Emmet.....	cutter	32	W. F. Hay, Esq.	Wanhill
862	Rifleman.....	cutter	8	Hon. W. H. Herbert	Aldous
328	Eva.....	cutter	22	W. R. Gade, Esq.	Wanhill
	Corsair.....	cutter	21	M. Leboigne	

The preparatory gun was fired at 12h. 47m. and that for the start five minutes later, the vessels being moored off the harbour. Rifleman took the lead, but before rounding the first flag-boat the Emmet followed by Eva passed into first and second places, leaving Rifleman 40 seconds in their rear, and the Corsair 55 seconds behind her.

Up to the next flag-boat, though only a short course, was in fact, the deciding one of the race, and proved most fully the wisdom and good sense which guided the Committee in allowing the somewhat extraordinary time of half-a-minute per ton in a course of only twenty miles; but the result shows with what excellent judgment they were guided. A strong tide was running to the eastward, and the wind which had been fresh, died away almost to a calm. On the first tack the Emmet considerably over-reached herself, but the Eva keeping closer to windward, when the vessels came about the Eva and Emmet were together; and now the superior sailing and handling of the Emmet came pre-eminently into play; slowly, but surely, she drew away from her antagonists, and in a short time was far ahead. Meanwhile the Corsair, with the best French pilot Boulogne could produce, (the English yachts having none), was standing in along shore in order to escape the force of the tide, which was retarding the other vessels. After some time the Rifleman, having vainly endeavoured to follow the other two yachts, stood in and followed her example, and from that time was nowhere. The swell was very heavy, and the vessels pitched a good deal. Eva having done her best to reach the Emmet, now fell rapidly astern.

They passed the second flagboat in the following order:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Emmet.....	4	15	2	Corsair.....	4	54	25	Eva.....	5	19	0

It will be seen by this that the Corsair had improved her position by her long tack inshore. The wind which had almost died away, now freshened, and the tide being slack, the vessels passed the Committee boat as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Emmet.....	5	52	0	Corsair.....	6	20	0	Eva.....	6	28	0

The Emmet thus winning the first prize, and Corsair the second.

All Communications to be addressed to 6, New Church Street, N.W., London

WRECK CHART OF THE BRITISH ISLES FOR 1861

Compiled from the Board of Trade Register

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS

- Significant Total Loss by Stranding or Foundering
- x Partial Loss by Stranding, Dismasting or Leakage
- o Sailing Vessels in Collision with Total Loss
- o Sailing Vessels in Collision with partial Loss.
- o Collision of Sailing with Steam Vessels with Total Loss.
- o Collision of Sailing with Steam Vessels with partial Loss.
- o Steam Vessels in Collision with partial Loss
- o Ditto Total Loss
- Represents a Life Boat.

Scale of Nautic Miles.

10 0 30 100

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HUNT'S YACHTING MAGAZINE.

NOVEMBER, 1862.

ON THE DEVIATION OF THE COMPASS.*

BY F. J. O. EVANS, ESQ., MASTER R.N.

THE great difference in the conditions of compass disturbance in the wood and iron-built ship is, that in the iron vessel in the progress of building, the inductive action from the magnetism of the earth is highly developed, and to a great extent fixed by the repeated hammering in the riveting and other works of the general fabric: the hull on completion becomes in consequence one large magnet, divided into two portions (similar to a magnet bar), one portion having north, and the other south polarity, or the power respectively of repelling and attracting the north end of a freely-suspended magnetic bar or compass needle.

The relative distribution of the two polarities—that is to say, whether at the head or stern of the ship, and on the topsides or lower part of the hull—is determined by the magnetic dip of the place where built, and the direction of the ship's head and keel with reference to the magnetic meridian. The magnetic dip in Great Britain may be taken as 70° , or only 20° from the vertical, the north pole of the freely suspended needle being the end drawn to the earth. The broad distribution of the two polarities of the hull of an iron ship results from the same law; for if we conceive an imaginary axis in the direction of the magnetic dip to be drawn through the central body of the ship, and cut at right angles

* Concluded from page 437.

by a plane passing also through the central body of the ship, the lower portion will have north polarity and the upper south; it follows, therefore, that the larger portion of the upper part of the hull will, in this country, always possess south polarity, or the power of attracting the north end of the needle when the latter is placed in contiguity with any of its parts.

The position of the remaining smaller portion of the upper part of the hull, which in contra-distinction has north polarity, or a repelling power on the north end of the needle, is determined by the direction of the ship's head in building. Ample experiment and observation have confirmed these inferences, for we find, as theoretically we might expect, that *the north end of the needle is attracted to that part of the hull which was farthest from the north in building*. For example, in a vessel built head to the north the larger mass possessed of south polarity is in the after body of the ship; if built head to the south, in the forebody; if east or west, on the starboard or port sides of the ship respectively. This was shown in the diagrams exhibited, representing in plan the topsides, and their polarity resulting from the direction of the ship's head while building, the arrow drawn from the general position of the standard compass in ships indicating the direction of the ship's force, and from which it will be seen that the co-efficient B, which in the wood-built ships may be assumed as $+$, is in the iron ships — or $+$; and that the co-efficient C, which, in the wood-built ship, is usually small in proportion to B, may be very large; and that in the case of ships built head east or west, B may vanish altogether and C represent the whole amount of semi-circular deviation.

Upon these principles we are led to the conclusion as to the best position and arrangement for a compass to ensure small deviations in ships already built; and further, in connection with the effects of machinery as observed in wood-built ships, as to the best direction with reference to the magnetic meridian for the keel and head of an iron ship to be placed for building, to ensure the compass disturbance least in amount and of the character most easily dealt with.

Before giving a summary of these conclusions, I wish to draw your attention to one remarkable inference which presents itself, as to the nature of the iron composing the general fabric of the hull resulting from the compass disturbance, and which, at least in the ultimate navigation of the ship, has an important bearing.

The employment of bad material in the construction of iron ships was fully commented on in the discussions arising from the various papers read before this Institution last year; and I presume it is a ques-

tion upon which all are agreed, that good iron should be used in the construction of our ships, as well on principles of economy as for the security of those who entrust their lives and property in them.

Much has yet to be done by experiment and investigation, not only as regards the great variety of iron used in shipbuilding, but as regards the varied conditions under which ships composed of these various qualities may be placed, before the subject can be considered as fully developed, and stamped as one of the truths of scientific investigation; but I think you will perceive, from certain facts and illustrations which I can place before you, that in a manner somewhat analogous to that of the analytical chemist who prys into the adulteration of our food—though probably not at present with the same certainty—we can detect the influence of a relatively inferior iron at work on the compass needle which we use as our test.

It will be necessary for a moment to revert to the co-efficient D, or the representative of the numerical value of the horizontal inductive magnetism of the soft iron of the ship. In wood sailing ships, as before stated, it only amounts to a few minutes; in wood screw steamships to 1° ; and seldom exceeds in wood paddle-wheel vessels $1\frac{1}{2}^{\circ}$ or 2° ; we are, therefore, in a position to eliminate so much of its value as arises from steam machinery, and internal fittings, and to consider the remaining value as due alone to the hull of an iron ship. On an investigation of the iron ships of the Royal Navy, I found, that of the 42 in number, 75 per cent. had values of D ranging from 1° to $3\frac{1}{2}^{\circ}$; that size of hull or tonnage, the general introduction of iron beams, or the direction of the head in building, or great changes of geographic position, had no discernable effect on the amount; and further, that in whatever part of the upper deck the compass was placed—apart from local influence—this co-efficient remained nearly the same, although the values of B and C ranged in one example from 15° to 45° .

I assume, therefore, taking these ships of the Royal Navy as fair samples of good material, that the co-efficient D should not exceed, in a steam-vessel, 3° or $3\frac{1}{2}^{\circ}$; yet, the values we frequently find in recently-built vessels are 5° and 6° , or half a point of the compass; the Royal Charter had between 6° and 7° , and there are recorded cases of 8° and even a point of the compass, or $11\frac{1}{4}^{\circ}$!

With these variable and great differences, there may appear to be grounds for hesitation in receiving for a normal amount the value I have assigned; but collateral proofs of the general soundness of the conclusion are not wanting. In a very interesting and able article on the "Manufacture of Iron," which appeared in the *Quarterly Review* for the com-

mentement of the present year, there are allusions so apposite that I cannot forbear quoting them. The writer remarks that "when the manufacturer and his customer are both agreed as to the expediency of paying the best price for the best work, and the best material, there is no cause for complaint of the quality of British iron. The railway companies have felt, as they ought, how vastly important to the safety of life and properties it is that the boilers of the locomotive engines should be as strong as art can make them; and, accordingly, accidents arising from explosions are *extremely rare*. When plates were first employed in the construction of merchant ships, boiler plates only were used for the purpose, but as the orders for iron ships multiplied, the spirit of competition was aroused. Contractors made every effort to reduce cost, and each new invention was an experiment how far security might be tampered with. Mills were laid down to roll plates of large size, by which the labour of the shipbuilder was saved, or less riveting was required, but the strength which was imported by the overlapping of the plates was lost. A new branch of the trade has sprang up, and the term boat-plate, in contra-distinction to boiler-plate, has been invented to designate a quality and texture which are notoriously unfit to resist the equable pressure of steam, but which short sighted avarice chooses to risk in a conflict with the sudden strains and violent wrenches of a storm at sea. How many of the iron vessels now built would stand the trial which one of the earliest of them, the Great Britain, sustained in Dundrum Bay? and of the iron vessels now missing, who shall say how many have foundered in consequence of the inferior quality of their plates?"

Curiously enough we are enabled, by the independent investigations of various experiments, undertaken for totally different objects, to confirm from a magnetic point of view certain of this writer's assertions; and their bearing on my preceding remarks will be manifest.

In 1838, the Astronomer-Royal made an extensive and most valuable series of experiments in the iron ships Rainbow and Ironsides, the former a steam vessel of 580 tons, and running at the present time; the latter a sailing vessel. Their co-efficients D were respectively 1° and $1^{\circ} 6'$; and the general magnetism of these ships was so permanent that Mr. Airy could scarcely trace the existence of inductive magnetism. It may be inferred at this early date that these vessels were constructed of the old "boiler plate" iron, for certain it is that in these days of "boat-plate" iron we generally fail in finding these small values for D; and it may be added, as corroborative facts, that on investigating the compass deviation of a paddle steamer of 450 tons, constructed at Millwall for

the Russian Government in 1859, of *steel plates*, I found her co-efficient D to be $1^{\circ} 16'$ exactly two months after her being launched; whilst the D of an iron sailing ship of 1,450 tons, built at Liverpool, in 1858, by specification of best Staffordshire boat-plate with garboard strake of best iron varies in three positions specially selected for experiment, for a different object, from 5° to $5\frac{1}{2}^{\circ}$. This was one month after the date of her launch.

The writer in the *Quarterly Review* alludes to the Great Britain as the type of a well-built iron ship; now this is what the Liverpool Compass Committee in their Report of 1856 state as the magnetic character of this ship. In corroboration of its permanent qualities, "the most striking case that can be quoted, is perhaps that of the Great Britain; this extraordinary ship has been stranded, and strained, and altered; has traversed both hemispheres, and been very many years in active service; yet her lines of no deviation are now much the same as Dr. Scoresby would indicate them to have been when upon the stocks."

There is yet another circumstance to be taken into consideration connected with the numerical value of D in iron ships, and that is the ultimate security of their navigation. Permanency of magnetism appears to be inseparable from the smaller value. For example, there are several ships in the Royal Navy whose magnetism like that of the Great Britain, has never varied over a long period—10 to 15 years; sea service, repairs in dock, tropical service, or long continuance in the southern magnetic hemisphere never appears to effect this permanency of magnetism; but, as a rule, the co-efficient D is small. The Royal Charter was a striking example of the fluctuation of a ship's magnetism in connection with a large D, for, from the observations of Dr. Scoresby, there appeared to be a nearly total inversion of the polarity of her topsides on her arrival at Melbourne, and the general conditions arising from the preponderance of what may be magnetically considered "soft iron" was prominent in the whole of her magnetic history, as laid before us in the Liverpool Compass Committee Reports.

The Astronomer Royal has directed your attention to the change of magnetism which usually takes place after the launching of an iron ship; and he observes in connection with it, that the laws of the change of sub-permanent magnetism are not well understood. The term "sub-permanent" is of recent introduction, and for this reason: in the early investigations of Mr. Airy (1839), the magnetism he found in the Rainbow and Ironsides was so permanent in character as not to require the employment of the qualified name; but the introduction of ships of different magnetic conditions has rendered it necessary, and it is difficult to foresee how the laws of change can be understood when we see the

values of the co-efficient on which the conditions of change appear chiefly to rest differing so much as has been recorded.

This, however, is certain: the magnetic force of every ship lessens by time. The permanent magnetism appears to be at first arrested, and then to retain a normal amount, while there is a small, but gradual diminution of the co-efficient D in most of the ships investigated. From the example of the *Great Eastern*, the decrease of the magnetic force is seen to be very great within a short period after the ship is launched and turned completely round, or her head placed in various directions of great divergence from the original direction of building.

On a review of all the circumstances connected with this great change of magnetism after launching, we may draw this inference:—That the greater the value of the co-efficient D , the more rapid and capricious will be the change of the ship's magnetic force, both in direction and amount; and conversely, with a small D , but little change in the direction, and a decrease only in the magnetic force; but we are warned under any circumstances not to hurry an iron ship too quickly to sea after launching; that her equipment should progress with her head, if possible, in an opposite direction to that in which she was built; and, as suggested by Mr. Airy, to "shake out" by motion, concussion, or the tremor of the steam engine, the variable part of the sub-permanent magnetism.

Whether there is any actual molecular change, and what may be its tendency, in the various qualities of iron used in the construction of the hull of an iron ship; consequent on the changes of magnetism to which I have alluded, we cannot at present even surmise; but it certainly appears to be a subject deserving of investigation, especially in connection with the great question of the day—iron war-ships; and indeed in connection with any fabric where iron forms the aggregate mass.

I will now briefly revert to the ships built partly of wood and iron. The wood floating batteries externally plated with iron appear to have the general characteristics of the wood ship; that is, their co-efficients D are small,—from $\frac{1}{4}^{\circ}$ to $1\frac{1}{2}^{\circ}$ —an iron floating battery, the *Terror* having $6\frac{1}{4}^{\circ}$; the co-efficients B and C , in the wood-built batteries, result also from the preponderance of iron in the immediate neighbourhood of the compass, while in the *Terror* it appears due to the direction of the ship's head in building.

The merchant ship *Renown*, with her iron skeleton frame, and large quantity of horizontally-placed iron, has the magnetic characteristics of an iron ship: the co-efficient D is large, $3\frac{1}{4}^{\circ}$ to $6\frac{1}{2}^{\circ}$ in various positions, and a general direction of the magnetic force to the port side of the ship

of 4° to 6° of compass deviation. I think we are justified in placing vessels of this class in the category of "soft" iron ships, and that they will accordingly require extra care and vigilance in their compass arrangements and their ultimate navigation.

It now remains to direct attention to the leading principles in the building and equipment of iron ships, and to offer a few precautionary remarks on the general question as more or less effecting all classes of vessels.

On the Best Direction for Building an Iron Ship.—In those built N.E., East, West, and N.W., strong *south* polarity will affect a compass as usually placed between the middle section and the stern; the resulting disturbance is not lessened as the compass is moved to a fore-and-aft line within these limits.

In vessels built head S.E., and S.W. *north* polarity will affect a compass under the same conditions.

In vessels built head to the north, the attraction is towards the stern, the topsides in their action being neutral to a compass in the middle line of the deck. This attraction diminishes in force as the compass is moved towards the bow. In vessels built head to the south, these laws are reversed, and small compass deviations are obtained as the stern is approached.

Of the two conditions, whether the head should be to the north or to the south, which from the foregoing considerations, as also from certain deductions given by Mr. Airy, may be considered the best positions—the reasons for considering that a steamship should be built head north, and a sailing vessel head to the south, will be found at page 109 of the 1st volume of your *Transactions*. They are shortly these: "The engines and boilers must, for this purpose, be considered separately from the ship. Now, when an iron vessel is built with the head north, her stern attracts the north end of the compass; and, in this hemisphere, the boilers and engines also attract the north end of the compass. Therefore, in a vessel which has boilers and engines in her, the local attraction exerted upon a compass placed between them and the stern will be nearly neutralized. The stern will attract the north end of the compass, and the boilers and engines will do the same; and the result will be, there will be very little deviation. On the other hand, if an iron steamer is built in this country with the head south, the stern attracts the south end of the compass, and the boilers and machinery do the same; and when the compass is placed abaft the boilers and machinery, as it must be, there is a double action of both the whole of the ship and the boilers and machinery, affecting it in the same way.

There can be little doubt, therefore, that in the case of a vessel which has large masses of iron in the form of boilers and engines placed in her, the best position in which she can be built is with her head north. In the case of a sailing vessel, the boilers and machinery being wanting, the considerations which have led to the conclusion that a steamer should be built with her head to the north are wanting also; and we have come to a different class of considerations. When a vessel is built with her head south, the part where the magnetism changes from northerly to southerly is somewhere about the place where the compass is, and therefore that position will be a position of very little magnetic force; and, therefore, in an iron sailing ship, built with her head south, although there will be no position in which the actions which disturb the compass are neutralized, the ordinary position of the compass will be one in which such actions will probably be the least strong."

On the Position and Arrangement for the Compass.—The selection of the position for the compass in an iron ship depends also on the direction of building; for it follows, that in those built head north, the compass must be as far removed from the stern as circumstances will permit; in those built to the south, as near to the stern as convenient, without approaching so close to the rudder-head and iron taffrail as to cause the ship's general magnetism to be overpowered by the magnetism of those masses.

In ship's built east or west there is little choice of position, except to avoid proximity to vertical masses of iron. In those built on the intercardinal points, a position approximating to the bow or stern respectively, where the action from the topsides is at a minimum to be determined experimentally, is to be preferred, observing that a compass placed out of the middle line of the deck is effected by the nearest topsides, and its deviations must necessarily be much increased if that topside has the dominant polarity, as in vessels built east or west.

There is one circumstance connected with the magnetism of an iron ship that must not be overlooked. It has been explained that the hull must be considered as one great magnet with two equally divided polarities: but this is only true with reference to all those portions riveted and hammered together in the general fabrication of the hull, and of uniform section. All detached portions that are afterwards introduced, such as the rudder, the funnel, machinery and boilers, fastenings of bulwarks and deck houses, have their own magnetic character, and introduce a phenomenon analogous to that of consecutive poles; that is to say, their upper portions will have all south, and their lower north polarity, and thus the apparent anomaly frequently exists of two por-

tions of iron, side by side, producing different effects on the compass needle. We see from this circumstance the necessity of avoiding as far as possible, individual and detached portions of iron, and where they are introduced of making use of them to correct the general magnetism of the ship.

Bearing on this question, the Astronomer Royal has given to you the specific caution "of having no iron stanchions or vertical iron rods of any kind near to the compass, and especially not to have any vertical iron rods, whose upper end or lower end is near the level of the compass." These rules are applicable to all classes of ships, and I can affirm, from repeated observation, that there is not a greater cause of compass disturbance than inattention to simple fittings near the compass: thus we often see the latter within 18 inches of the wrought-iron spindle or upright of the steering wheel, thus frequently doubling the magnetism of the entire hull. Again, a deck house or bridge is selected, while a concealed iron beam of the former, or an iron vertical support of the latter, probably covered with brass, may create so much disturbance as to require a combination of magnets to compensate for these sources of error alone.

In conclusion, on this point, ample elevation above the deck, and to be strictly confined to the middle line of the ship, are the primary conditions of position for every compass in an iron ship; and no compass, whether steering or standard, should be nearer the iron deck-beams than 4 feet. For the steering compass this arrangement could be met by the elevation of the wheel, or by the employment of a vertical card for the helmsman.

The standard, or azimuth compass, the employment of which I hope to see become general in the mercantile marine, requires in an iron ship an elevation of at least 5 or 6 feet from the deck, and to be fitted on a separate and permanent pillar or stand; it is by this superior elevation that the effects of the strong magnetic power of the iron beams and adjoining topsides are correspondingly lessened, whether the ship is upright or heeling.

The subject of magnetism, as connected with our iron fleets, is far from exhausted; but I am desirous of confining myself principally to those points which, being supported both by theory and observation, may be considered as well established, only indicating those which, though they cannot be considered as established, yet, from their importance, are deserving of further practical investigation.

THE WRECK REGISTER AND CHART FOR 1861.

SHAKESPEARE compares England to a fortress, and the Channel to a moat ; but if he saw the leviathan steamers now coming up that channel, he would be the first to acknowledge that the comparison did not hold good in the present day. We do not now look upon the sea as itself giving us a defence ; it is only our chief medium of defence. But it is now, as in the days of Drake, our great commercial highway and source of strength, girdling us, if it does not guard us, and bearing into our havens all the products of the known globe. All who leave us or approach us must do so by this great highway, which carries on its bosom in the course of one year alone, to and from our own ports, no less than 267,770 ships, including repeated voyages, and which ships have probably been manned by 1,600,000 souls.

Such is the field of operations over which these dry statistics of the Board of Trade carry us. As usual, they have been most ably drawn up and collated in every possible form. Yet on nearly every page of this Register these startling facts, in admonitory terms, face us, that 1,494 shipwrecks occurred on British shores last year, from which 884 people are known to have perished.

The number of wrecks last year has unfortunately exceeded the number during any of the preceding nine years, and it is 260 in excess of the annual average of the last six years.

It is a lamentable fact that shipwrecks on our coasts have been of late years on the increase. Thus, during the last seven years, we find the following account :—in 1855, 1,141 ; 1856, 1,153 ; 1857, 1,143 ; 1858, 1,170 ; 1859, 1,416 ; 1860, 1,379 ; 1861, 1,494 !

The accompanying Wreck Chart clearly shows the spot where each casualty occurred, and the number of lives lost by it.

We are told that this great increase of disasters in 1861 was owing to the fearful gales of January, February, and November, when 842 wrecks took place, principally amongst our rotten collier class of vessels. Gales, even of a moderate character, are always destructive to these ships ; or, in other words, they are doomed to certain destruction under circumstances in which a ship, if seaworthy, and properly manned and found, ought to be able to keep the sea. The best harbours of refuge in the world would not, therefore, prevent a tithe of these disasters, which unfortunately too often occur where neither the life-boat nor the rocket apparatus is available to succour their unfortunate crews.

We regret to find that the number of collisions is also on the increase. No calamity is more fearful than that of a collision at sea during a dark

stormy night. Its destructive effects are instantaneous, and frequently a large number of persons go down with either ship. The collisions in British waters were in 1859, 349; in 1860, 298; and in 1861, 323! But what is very remarkable in regard to these fearful collisions is the fact that, during the past six years, 750 collisions have taken place in clear and fine weather, 378 from bad look-out, 264 from neglect of rule of road at sea, and 61 from actual want of seamanship. The gross total of collisions during the past six years having been 1,864.

A natural sequence of the increase of vessels wrecked is the increase of precious lives lost. The number of persons who thus lost their lives in 1861 was, as previously stated, 884; while in 1860, it was only 536. This, let it be remembered, is not a casual loss. It is a continual, if not an ever increasing one. The drain on our sailors and fishermen goes on year after year, notwithstanding all the benevolent and strenuous efforts made at the present day to stay the ravage. The sea is dreadfully exacting in its demands; and season after season, when the equinoctial gales blow, when the winter sets in, or when the summer, as our last did, yields to the temporary but powerful influence of storms, our shores are converted into altars, on which the ocean offers his victims. It is unlikely that we shall ever effectually obtain the mastery over the waves; but, even at this moment, we are able to contend successfully with them in their blind efforts to swallow up life against our endeavours to save. If, for instance, during 1861, eight hundred and eighty-four people lost their lives on our coasts by shipwreck, yet no less than *four thousand six hundred and twenty-four* were directly saved from such a fate. The whole number makes up a considerable fleet of seamen,—men for whom, perhaps, in moments of national emergency, we would give any money,—and many of these were preserved under the most perilous circumstances by the craft of the National Life-boat Institution.

The following table distinguishes clearly the description and tonnage of the ships lost during the past year:—

Vessels under 50 Tons	228
“ 51 and under 100 Tons.....	434
“ 101 “ 300 “	639
“ 301 “ 600 “	135
“ 601 “ 900 “	31
“ 901 “ 1,200 “	18
“ 1,200 and upwards.....	5
Unknown.....	4
Total.....	1,494

Let us briefly analyse the causes of this great destruction of property: We find that 10 wrecks took place in a perfectly still sea, 14 in light air, 51 in light breezes, 43 in gentle breezes, 108 in moderate breezes, 171 in fresh breezes, 149 in strong breezes, 66 in moderate gales, 124 in fresh gales, 230 in strong gales, 311 in whole gales, 102 in storms, 52 in hurricanes, and 68 in unknown and variable weather. Total wrecks, 1,494. Of these 619 took place amongst ships in the home and coasting trade, commanded by men not required by law to have certificates of competency. Only 266 occurred amongst vessels in the home trade, commanded by masters holding certificates of service; so that the rivalry between ignorance and knowledge is an unequal one, as it ever has been and ever will be.

The estimated loss on these 1,494 wrecks is upwards of one million sterling. But who can estimate the loss of the valuable lives who also thus perished with the ships. Many a widow and orphan in our seaport towns and fishing villages will tell us how severely they have felt their bereavement.

The accompanying roll of the loss of life on British shores and waters during the past twelve years will be perused with melancholy interest. The districts are thus classified:—

	Lives lost.
Farn Islands to Flamborough Head.....	670
Flamborough Head to the North Foreland.....	1,068
North Foreland to St. Catherine's Point.....	514
St. Catherine's Point to Start Point.....	82
Start Point to Land's End.....	460
Land's End to Hartland Point, including Scilly.....	353
Hartland Point to St. David's Head.....	473
St. David's Head and Carnore Point to Lambay Island and Skerries, Anglesey.....	969
Skerries and Lambay to Fair Head and Mull of Cantire	1,597
Cape Wrath to Buchan Ness.....	257
Buchan Ness to Farn Islands	280
All other parts of the Coast.....	992
Total lives lost.....	<u>7,645</u>

The total number of casualties in two years is 2,873, out of which 1,660, or about seven-twelfths of the whole, happened to ships of the collier-class—a fearful disproportion, and calling loudly for a thorough and searching investigation.

It is thus seen that the most serious wrecks, as was urged in Parliament last session, do not happen on the north-east coast of England,

But in those seas and channels mostly frequented by large foreign going ships. This is a matter deserving earnest public attention. Some hundred thousands of pounds judiciously laid out in improving our great natural harbours of refuge would, we think, be attended with the greatest possible benefit.

Again this fearful list tells us in legible terms that man cannot avert the storm—nor prevent the occurrence of wreck and violent death at sea. The proudest vessels that he builds of wood and iron are but as larger straws before the winds of heaven. A breath can dash them on the shore, and they perish in their pride, and our vanity is humbled. We may never hope to rise superior to every storm or cause of wreck. It is our duty, however, to strive for safety—to continue to wrestle hard with danger—to confine disaster and death within the narrowest limits which human efforts can impose on them.

How happily then the efforts of the National Life-boat Institution, the Board of Trade, and kindred bodies on the coast have been blessed during the past six years. During that period alone 16,119 persons have been saved from shipwrecks by means of the life-boats, the life-preserving apparatus, shore-boats, and other appliances, as the annexed list shows:—

Lives saved in 1856	2243
“ 1857.....	1668
“ 1858.....	1555
“ 1859.....	2332
“ 1860.....	3697
“ 1861.....	4624
	<hr/>
	16,119

He must be less than man who can read unmoved and without a glow of admiration the account of such services and of those given in that Institution's Report. Take the rescue of the crews of the brig *Sisters*, of Whitby, on the 26th of February last, and the schooner *Trial*, of Poole on the 4th of May last. They will serve as a suitable illustration of the dangers that have to be encountered by the skill, courage, and endurance that are needed of the brave fellows who man the Society's life-saving fleet.

The *Sisters* was laden with coals, and had been driven on shore on the South Barber Sand off Caistor. Her signals of distress having been seen from the beach, the Caistor boatmen proceeded to launch the life-boat there through a tremendous surf, the wind blowing a heavy gale from the east at the time, and the night being intensely dark. Under these difficult circumstances, although more than 100 persons were

engaged in helping to launch the boat, an hour elapsed before she could be got off the beach and warped to the hauling-off anchor laid outside the surf. Sail being then made on her, she worked to windward to the scene of the wreck, where the anchor being let go, she was veered down, but owing to the darkness and the fearful sea breaking over the vessel, it then took an hour to get the crew of 9 men into the boat, and that at very great risk, as the life-boat was often lifted by the sea high above the vessel's sides, and several times dashed violently against her and on the sand, thereby incurring considerable damage ; also losing 100 fathoms of her rope gear, which had to be cut away on hauling off from the wreck. It was indeed life for life, but humanity prevailed in the courageous encounter, and the wrecked crew were ultimately got safely in, and landed through a heavy surf. Forty-five pounds were paid by the Institution for this service, viz. 40 to the men forming the life-boat's crew, and 5 to the parties assisting to launch the life-boat.

In the case of the rescue of the crew of the *Trial*, we will give the account from those actually engaged:—

“ On Sunday morning May 4th, at about 1 o'clock a.m. the wind being E. N. E., and blowing hard, with a heavy sea breaking on the beach, signal-lights of distress were seen by the night-watch of the Caistor beachmen, in the direction of the Barber Sand. The night-watch immediately gave an alarm, which brought all the company down to the beach, 40 men in number, and likewise some of the villagers. The beachmen with the help of the villagers, directly commenced to launch the life-boat, which was manned by a crew of 22 beachmen, who succeeded in hauling her off the beach and through the breakers, by the large hauling-off warp, shipping some very heavy seas, which filled her several times. We then set sail as quickly as possible, and proceeded in the direction of the signal-lights which were still burning. On our reaching the sand, we were compelled to cross through the breakers of the sand, in order to board the vessel on the south side, as there were two wrecks standing out of the water close on the other side of her, and in so doing had to encounter the full fury of the sea ; but we succeeded in getting a rope from the vessel, which proved to be the schooner *Trial*, of Poole, sunk, with the sea making a complete breach over her. We then hauled the life-boat up alongside to get the crew out of her, but the sea broke so heavily into the life-boat, sea after sea, which followed in quick succession, washing her crew about in all directions, so that we could not hold her, for the sea drove her quite round under the vessel's bow. We again hauled up alongside, and three of the ship's crew succeeded in jumping into the life-boat, when we were again driven by

the violence of the sea against the ship, damaging the life-boat, and breaking her mizen-mast ; and being again swept round under the ship's bow, the sea breaking heavily and quickly into the life-boat, so much so that she could not free herself ; we began to think she had damaged some of her inside air-tanks, as she did not rise, and there was great fear of being swept out of her by the violence of the sea. We then veered away some distance to ascertain, if we could, the cause of her not rising, when we found that the sails were drawn down by the draught into the plug-holes, so as to stop her from freeing herself. Having made all clear, we hauled up again, the ebb tide coming down so strong causing still more risk and difficulty to get the remainder of the crew out of the ship, as we had to haul up on the north side of her, where the two sunken wrecks lay so close to her. This time one man jumped in, being one of the life-boat's crew who had clung to the ship's bowsprit gear when she was driven under the ship's bows in the fearful state before mentioned, for he thought she would not rise again. We were again driven away from the ship by the violence of the sea, which broke fearfully over the life-boat ; we then hauled up again, doing the life-boat damage against the ship, and between the seas the remainder of the crew succeeded in jumping into the life-boat, being seven in all. We then had to veer away very cautiously, in order to clear the sunken wrecks before mentioned. Having got clear of the breakers on the sand, we set sail and made for our station. The captain told us that he got his own boat out when the ship first came to the ground, but the first sea took her away. By this time we had reached abreast of our station, when we shortened sail to run her cautiously through the breakers to the beach, where we safely landed at about half-past three o'clock a.m. and procured a conveyance to take the wrecked men to the Sailor's Home at Yarmouth.

(Signed)

" ROBERT GEORGE, Coxswain."

Englishmen in every part of the world may surely pause with pride over such chronicles of life-boat services on our coast, as also over the reports of the cheerful liberality with which the National Life-boat Institution is supported to enable it to continue and extend with unabated vigour its merciful operations on our coasts. We will recapitulate some of these beneficent gifts, and allude briefly to the Society's operations.

Lord Chief Justice Earle, and the Corporation of London, and the Members of the Royal Thames and the Victoria Yacht Clubs, contributed liberally for the safety of the seamen. A citizen of Newcastle-on-Tyne, to whom a legacy of £19 had been left, passed it over, not to his own

banker, but to that of the Institution. "N. L."residing in Manchester, sent £250 to defray the cost of the Kirkcudbright life-boat; and a stranger, "who would not give his name," left at the Institution a bank-note for £200. Mrs. E. Hope, carrying out the dying wishes of her husband the Rev. F. W. Hope, gives £340. to buy a new life-boat for Appledore, Devon. The ladies of Newbiggin realized for the funds £301. 16s. by a bazaar. Mrs. Hartley, and Miss Bertie Cator, promoting life-boat funds, were enabled to raise 800 guineas. Miss Burdett Coutts, in her exhaustless beneficence, gave the cost of the Plymouth and Silloth life-boats. Mr. G. J. Fenwick, of Seaton Burn, contributed £250. to provide the Tynemouth life-boat. Miss Brightwall, honouring her father, pays the cost of the Blakeney boat, and calls it after his name; and certain travellers in the smoking saloon of the North Kent Railway, bethinking them of the claims of the National Life-boat Institution, extemporised a subscription to increase its resources. Even from Abo, in Finland, £50. is sent to the Institution in admiration of its services to the shipwrecked crews of all nations.

We have a list before us of the names of upwards of 100 wrecks, from which, within the space of two years and a half 726 lives were saved by the life-boats of the Society. It is on this list—this trophy of success, that the Committee of the Institution found their latest appeal. During that time its establishments on the coasts of the United Kingdom have cost £27,260. They have voted £2,458. as rewards to the crews of their life-boats, and £572. to those who, by shore boats and other means saved 562 shipwrecked persons, in addition to the above 726; making a total of 1,288 persons saved from a watery grave during the last two years and a half. Since its formation, the Institution has been instrumental, by its life-boats and other means, in saving 12,680 lives; and having now 123 life-boats under its management, it requires a large annual income to meet the demands upon its priceless services.

And now in the present year, from the fearful gale of Sunday, the 12th of October, additional heavy expenses will be incurred by this noble Institution, and therefore greater is the need of the assistance of the benevolent and all classes of Society to enable it to meet the fresh claims on its funds. Much may be gained if our yacht clubs were to place Donation boxes in their club-rooms, thus keeping the National Life-boat continually under the notice of the members.

ROYAL WELSH YACHT CLUB REGATTA.

THE proceedings for the celebration of this annual aquatic festival may be said to begun on the 14th of August, by a Club Committee at which A. E. Williams, Esq., of Truro, J. Foster, Esq., of Bryn Eglwys, J. L. Richards, Esq., (honorary), and C. O'Keefe, Esq. were elected members.

On the following morning Aug. 15, the town was in a state of activity altho' not quite so much as in former years, for the preparations for the Welsh National festival the "Eisteddfod," rather eclipsed the aquatics. However as the time drew near for starting the first match—the members of the Club with their fair friends assembled on the roof of the Club-house; the walls of the town, facing the Straits, were also thronged by those who delight in witnessing the manœuvres of the canvas backs," and the prowess of the sons of Neptune in the struggle for honour and fame. And in this it was regretted that the Carnarvon Rowing Club did not take part.

The morning opened dull with very little wind, but towards 2 p.m. the sun shone resplendently and caused an additional number of spectators to assemble on the quay.

The Committee appointed to carry out the proceedings were —J. G. Griffith, Esq., Robert B. Hesketh, Esq., Thomas D. Kane, Esq., John Jackson, Esq. W. H. Owen, Esq., Thomas Turner, Esq., Rich. Fawcett, Esq., T. P. W. Ellis, Esq., Richard D. Williams, Esq., and the Hon. Secretary.

The High Street, Porth-yr-ayr, and the Royal Club House were gaily decked with flags and bunting. The union-jack floated from the flagstaff on the Eagle Tower of the Castle, and the British ensign was hoisted in the ornamental garden opposite the Royal and Sportsman Hotel by Mr. Moreton.

Upon the deck of a sloop at Porth-yr-ayr where the signal guns were fired, Mr. Watts and the excellent band of the Royal Carnarvonshire Militia were stationed and played lively airs upon the start and arrival on each race taking place.

Llewelyn Turner, Esq., the Rear-Commodore, conducted the proceedings with his usual ability, assisted by the secretary of the club, G. Rees, Esq.

The first and second class yacht prizes, consisting of two elegantly chased and beautifully ornate salvers, had been on view at the London House, High-street, for some days previously, and met with universal admiration.

The first match was for the Prince of Wales prize, value 40 guineas, open to any *bona fide* seagoing yacht belonging to any Royal Club. Time race—15 seconds per ton allowed for difference of tonnage. Three to start or no race. The following entered :—

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders
962	Storm.....	cutter	36	J. Graham, Esq.	Fife
1817	Phosphorus.....	cutter	50	W. Turner, Esq.	Hatcher
845	Ranger.....	cutter	12	W. H. Owen, Esq.	Ditchbourne
792	Paragon.....	cutter	40	Captain Darcus	Wanhill

The Storm did not arrive.—The course was that of previous years, viz.—from the vessels' moorings, round the chequer buoy in Carnarvon Bay thence past their moorings, round a flag boat at Plas Brereton, rounding the flag boat opposite the Club-house, and the flag boat at Plas Brereton, and finishing at their moorings.

The start took place at 12h. 10m., when the Ranger slipped off with the lead, having the advantage of being more in shore and out of the tide, in consequence of her lesser draught of water ; the Phosphorus and Paragon keeping close together, but the breeze having somewhat freshened, when they arrived in the bay, their positions were most materially changed, the Phosphorus having considerably the lead, she passed the flag boat off the Club-house a few seconds after three o'clock, and being so much ahead of her competitors the Rear Commodore stopped further contest, and she was declared the winner. This vessel is certainly another proof of the success of Hatcher as a Clipper builder. We have not added up her winnings yet, but expect she is the champion yacht of 1862.

The next race was for the Royal Welsh Yacht Club prize, value 20 guineas; under the same conditions as the former and same course. The following started :—

Numbered as in Hunt's Yacht List for 1862.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
92	Bijou.....	cutter	11	T. D. Kane, Esq.	Wanhill
	Fanny.....	cutter	7	G. Higgins, Esq.	
593	Laura.....	cutter	20	Captain Bulkeley	Hatcher
81	Banshee.....	cutter	8	R. H. Fawcett, Esq.	

The start was effected at 12h. 30m., the Bijou, Fanny and Banshee, each striving for the lead, while the Laura seemed content with the

fourth place. The contest between the three former was for some time ably carried on, but the *Bijou* before reaching the entrance to the bay, was evidently on good terms with herself, and she eventually was hailed the winner, with some minutes to spare.

The next match was for 9 sovs., to be contested by sailing boats, belonging to Watermen; for this eight boats entered, viz., *Industry*, *Gwen*, *Two Brothers*, *Scud*, *Three Brothers*, *Swift*, and *Queen of the Straits*. The race commenced with every appearance of a good run. The *Queen of the Straits* took the lead, closely followed by the *Industry*, which afterwards got a-head. The rest were nowhere, with the exception of the *Swift*, which though behind some distance, bravely maintained the course. On completing the second round of the course, the *Queen of the Straits* had taken a good lead, and won the prize at 3h. 58m.; at 4h. 5m., the rest were trying to beat up against the strong tide which was running in the Straits, with no likelihood of succeeding in their efforts until the turning of the tide.

The Watermen's purse of 5 sovs., followed, which was run in heats, by the *Ino*, *Greaves*, and *Pride of the Sea*. They started at 1h. 10m., the *Ino* winning first and second heats—thereby putting the chances of her opponents quite out of the question, although the *Greaves* strived manfully to head her. The other boat was merely entered to complete the conditions, three to start.

The next was the four-oared gig race for 8 sovs. This race started at 1h. 29m., three competing, viz., the *Llewelyn Turner*, the *Baron Hill*, and the *Edward*. It was however apparent that the *Edward* had no chance, being a boat of much heavier build, and she gave in before half the course was over. The *Llewelyn Turner* won the heat. The second heat took place soon after two, when the boats started, and the race, if race it could be called, fell through, in consequence of the second oar in the second boat snapping as they passed under the Victory battery. The men pulled in towards the quay, in the hope, doubtless, they might have an oar handed them, but no friendly aid was at hand, even if it were allowed, and off they dashed as well as they could. The *Llewelyn Turner*, of Bangor, Jer. Griffith, red flag, went on a-head swimmingly, followed by the *Baron Hill*, J. Pritchard, coxswain, having the second oarsman a dead log in the boat.

Juvenile Amateurs' Purse of Sovereigns.—The start was effected at 3h. 22m.; the *Hopewell* and *Colleen Bawn* keeping well together until the first turning, when they fouled, and the *Faith* got a great advantage, and took a good lead, but was overtaken by the *Colleen Bawn*. The *Faith* having injured her steering apparatus. The *Hopewell* was put

in to make up the race. The second heat was again won by the Colleen Bawn, thus preventing the necessity of the third heat.

Yachts' Gigs, Prize 6 sovs.—A very spirited race took place in the afternoon between the rowing gigs of the respective yachts. It was very closely contested, the Diadem winning by a few lengths. The Diana was second, and the Commodore's third in at the Club-house. This was a first-rate race.

There were in addition to the above race, two Punt Races and a Duck Hunt.

A grand display of fireworks concluded the festivities of the Royal Welsh Yacht Club regatta of 1862.

TORBAY ROYAL REGATTA.

THE annual meeting of yachts at this favoured place is looked for generally with great anticipations of pleasure, and on the present occasion these hopes were gratified, as a more brilliant affair here was never known. There had been a rumour afloat that no regatta would be held, and we are informed that it was only through the indefatigable exertions of the committee, Messrs C. Kitson, G. E. Hearder, J. R. Matthews, J. Slade, S. Cockings, H. Wreford, R. J. Slade, H. Conway, W. B. Kitson, Capt. Shells, E. Vivian, H. Rowe, R. C. Wilkinson; W. H. Kitson, treasurer; J. Kitson, secretary, the public were not disappointed.

On the eventful morning, Aug. 22nd, a numerous fleet was in attendance, among which were the Audax, J. H. Johnson, Esq.; Glance, A. Duncan, Esq., Crusader, Lieut. J. Sladen, Osprey, E. W. Nunn, Esq., Marina, J. C. Morice, Esq., Christabel, H. H. Kennard, Esq., Silver Fish, G. Jessop, Esq., Flying Cloud, Count E. Batthyany, Albertine, Lord Londesborough, Iolanthe, H. Bridson, Esq., Circe, D. Richardson, Esq., Violet, J. R. Kirby, Esq., Ellen, R. B. Hesketh, Esq., Echo, G. Putland, Esq., Folly, W. L. Parry, Esq., Quiver, Capt. T. Chamberlayne, Vampire, Capt. Commerell, Moonbeam, P. Roberts, Esq., Pixie, Hon. J. Boyle, Heroine, J. C. Atkins, Esq., Leonora, R. B. Hesketh, Esq., Galatea, T. Broadwood, Esq., Little Dorrit, Capt. H. Fawcett, &c. The shore was thronged with spectators, many of whom were brought to the town from distant parts of Devon by train. The day was delightfully fine, with a fair amount of wind from the W.N.W.

The first prize offered was one of 20 sovs., for yachts of the third class and the following started :—

Numbered as in Hunt's Yacht List for 1862.

No.	Names of Yachts	Rig	Tons	Owners	Builders
406	Folly	cutter	12	W. L. Parry, Esq.	Payne
1075	Vampire.....	cutter	20	Capt. Commerell	Hatcher
839	Quiver	cutter	12	Capt. Chamberlayne	Owner
718	Moonbeam	cutter	24	P. Roberts, Esq.	Fife
612	Little Dorrit.....	cutter	12	Captain Fawcett	Talbot

The Ellen was entered but did not start. The course was from a mark-boat stationed off the Breakwater, running out a distance of four miles, rounding a second boat, then rounding a boat off Brixham, a distance of three miles, next rounding a boat off the Goodrington Sands, and running into the Breakwater, making a total distance of thirteen miles. The course was three times round, and the time allowed by the rule was half a minute per ton in all classes, excepting the schooners, only a quarter of a minute being allowed between them. Considerable interest was manifested in this race, many being anxious to see whether the Folly would repeat her victory over the Quiver and Vampire, having beaten both vessels by a very long distance in the race for the Steam Companies' Prize of £25 at Plymouth, on Tuesday. At 12h. 8m. 30s. the five yachts got under weigh, and with a smart breeze blowing W.N.W. The first buoy was rounded quickly, the Folly beating the rest easily, the Quiver showing herself a superior boat to the Vampire. The Little Dorrit did not finish the first round, which was completed by the Folly heading Quiver the second boat by 3m. 27s. with Vampire third, and Moonbeam fourth. It was evident thus early that Folly would win barring accidents, and she made the best of her way in the second round, ploughing ahead without the shadow of chance to her competitors, which so satisfied the Moonbeam that she gave up before completing the second round. The noted Vampire did not show to that advantage the prestige of former trials led those who knew her to expect. The only real rival of the Folly was the Quiver, and she in the second round was 4m. 17s. behind. In the third and last round the Quiver diminished the distance, but the following time will show the superiority of the leading vessel on this occasion :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Folly.....	5	47	50	Quiver.....	5	54	0	Vampire	6	16	30

The former of course was declared the winner.

The next was a prize of 60 sovs. for yachts of 25 tons and upwards ; the first vessel to receive 40 sovs. and the second 20 sovs.—Time race, half a minute per ton—course as before, three rounds. For this the following started :—

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts	Rig.	Tons.	Owners.	Builders.
59	Audax.....	cutter	59	J. H. Johnson, Esq.	Harvey
780	Osprey.....	cutter	59	E. W. Nunn, Esq.	White
163	Christabel	cutter	48	H. H. Kennard, Esq.	Aldous
463	Glance.....	cutter	35	A. Duncan, Esq.	Hatcher
503	Heroine.....	cutter	47	J. C. Atkins, Esq.	Wanhill
206	Crusader.....	cutter	50	Lieut. J. Sladen	Fife

They started about 1h., and there was little difference in the positions of the boats for a few minutes after the start, but after getting clear of the Breakwater Osprey had a slight advantage of the Audax, with Heroine and Christabel close on the quarter of the latter, the Glance being to leeward. Audax overhauled her before reaching the first mark-boat, and Christabel and Glance had drawn into the third and fourth places respectively. The first round was completed :—Audax, 2h. 37m. 50s. ; Osprey, 2h. 40m. 7s. ; Christabel, 2h. 44m. 28s. ; Glance, 2h. 47m. 44s. ; Heroine, 2h. 51m. 56s. ; Crusader, 3h. 8m.

The wind favoured the Osprey in running out the second time, at a time when the Audax was not so fortunate, and she came up to her hand over hand. A splendid match ensued between the two, the other boats keeping close astern. The Audax and Osprey continued in close company off Berry Head and Brixham, the latter slowly gaining. The time of the second round was :—Audax, 4h. 26m. 45s. ; Osprey, 4h. 27m. 8s. ; Christabel, 4h. 28m. 18s. ; Glance, 4h. 31s. 52m. ; Heroine, 4h. 36m. 13s. ; Crusader, 5h. 7m. 3s.

Heroine and Crusader now retired from the contest, and the match between the others became more interesting, there being a considerable allowance of time between the yachts, the Glance taking 12m. and Christabel 5½m. from the Osprey and Audax. In reaching across to Brixham Osprey passed Audax, and the third round was completed at the following time :—

	h.	m.	s.		h.	m.	s.
Osprey	6	3	45	Christabel	6	9	50
Audax	6	5	27	Glance.....	6	13	58

Glance thus won the first prize, being just within her time, and the Osprey took the second prize, but only by a few seconds, when the allowance of time is calculated between her and the Christabel. It was a matter of complaint that half a minute per ton was allowed throughout, the regulation being sometimes ½m. up to 50 tons and ¼m. after.

A Prize of £50 for schooners.—This race was a very dull one, for out of the five yachts entered, viz, Leonora, Galatea, Flying Cloud, Al-

bertine, and the Sultana, only the three latter started, and the Sultana with the intention only of making up the match, as she did not go more than part of the way round. Some private arrangement was made between the owner of the Flying Cloud and the Albertine as to time, but the former did not require any allowance as it turned out, she having beaten the Albertine easily. The Flying Cloud was five minutes ahead on the first round, and kept the same time from the Albertine to the finish :—

Numbered as in Hunt's Universal Yacht List for 1862.

No.	Names of Yachts.	Tons.	Owners.	Builders.	Finish.
502	Flying Cloud.....	74	Count Batthyany	Inman	5 43 20
15	Albertine.....	156	Lord Londesborough	Inman	5 48 50
967	Sultana.....	130	Colonel Markham	Ratsey	

Second Day.—This was devoted entirely to local craft which commenced with the Ladies' purse for which were entered the Pixie, Coral, and Phantom, J. Steniford Esq.; they started at 1h. 35m. The boats stood away for Painton mark, the Phantom having a tolerably good lead, with the Coral close upon her quarter and the Pixie last. The Coral, however, headed the Phantom before the mark was rounded, and with very little variation this order was preserved throughout the three rounds. The wind was extremely light; indeed, on many occasions the vessels were becalmed. It was thought at one time that two rounds would have been quite sufficient, but as a little wind sprang up about six o'clock, the sailing master, Mr. R. Slade, came to the conclusion that the third round had better be gone over; the wind, however, died away again, and the boats drifted round the remainder of the course. The only noteworthy event worth remarking occurred just as the vessels were coming in to the mark. The Coral and Pixie were both standing well for it, the Coral having the advantage. Just then a light air rippled the water near the mark-boat, and played around until it reached the Pixie and filled her sails. She forged ahead, and in less than two minutes ran in and won the prize. The breeze did not reach the Coral so early, and she stood on the other tack to catch it, but it was then too late, and they finished thus :—Pixie, 8h. 1m. 40s. ; Coral, 8h. 3m. 15s. ; Phantom, 8h. 12m. The former was declared the winner.

The next match was between Torquay fishing boats for a purse of sovereigns, which was won by the Lily of the Valley beating thirteen others.

This finished the Torbay aquatic sports for 1862.

ROYAL CANADIAN YACHT CLUB.—TORONTO.

On the 8th of September the race for the Prince of Wales Challenge Cup, presented to the club when on a visit there, came off. On the present occasion the following entered:—

Names of Yachts.	Rig.	Tons.	Owners.
Gorilla	centre-board	27	R. Standley, Esq., and others
Wide-Awake	centre-board	7½	C. Elliott, Esq.
Rivet	fixed keel	18	Hon. Captain Elmsley
Kitten	centre-board	9	J. S. Wallace, Esq.
Glance	fixed keel	10	— Hawke, Esq.
Breeze	fixed keel	16	E. M. Hodder, Esq., (Com.)
Arrow	fixed keel	17½	J. S. Wallace, Esq.

Owing to the success of the Wide Awake, the Gorilla, a large centre board, was purchased by her owner, and some spirited members of the club residing at Cobourg, who were determined, if possible, to carry the cup back again there this year, and so retain the proud title of Champion of the Lakes. The Gorilla had a first-rate crew on board, men who knew her well, and a slashing crew of four A. B's, before the mast. The Rivet, our readers may remember, was built by Simmons of Glasgow, and is a very fast vessel; she has lately changed hands, having been purchased by the Hon. Capt. Elmsley, a thorough good yachtsman; there was only one professional hand on board of her, the remainder of her crew being composed of amateurs. The Kitten is a new centre-board boat, built by Tutt (son of the celebrated lugger builder of Hastings), for the gallant Vice-Commodore of the club, J. S. Wallace, the owner of the Arrow; great things were expected of her, but the result of the race speaks for itself. The morning of the struggle opened bright and fine, with a light breeze at west.

At 10h. 10m., the hour of the start, the wind had freshened considerably; the yachts started from their usual mooring. The Gorilla and Wide Awake took up positions slightly ahead and to windward of the Toronto vessels. The lake at this moment presented a very beautiful aspect, studded with countless craft gliding gently around the gallant little fleet about to contend for the championship of the lakes, the crews of these latter standing, halyards in hand, anxiously looking out for the signal to start. The flash had scarcely left the muzzle of the gun when they were off; the Gorilla had to weigh her anchor, which having been let go in stiff clay, caused her some slight delay, but notwithstanding this she took the lead in fine style. A few minutes after the start the wind came out fresh from north-west and woke all hands up pretty

sharp; the Gorilla being slightly to windward luffed first, and the Wide Awake next, the Rivet, Breeze, and Arrow stood on to the south, not having felt the shift of wind so soon as the vessels to windward. The Rivet and Breeze got into irons, owing to the former not giving way to the latter, which was on the starboard tack, and it was some time before they settled down to their work again. They first rounded the Harbour Mouth buoy, one mile from the Club flagship, in the following order:—Gorilla 1, Wide Awake 2, Kitten 3, Rivet 4, Glance 5, Breeze 6, and Arrow 7.

From this point the wind was abaft the beam, and in going along the Island shore it soon became evident that the centre boards, Wide Awake and Kitten, had too much of a good thing; they seemed to luff to the wind occasionally, and at last were forced to reef, there being but a nice whole sail breeze to trouble them. There was some sea on, which also seemed to disagree with their constitutions. The Gorilla stood up to her canvas like a church, her beam (14 feet) keeping her on her legs; the Rivet, Glance, Breeze, and Arrow sailing well. After sailing a few miles further, the Wide Awake and Kitten bore up, the sea and wind proving too much for them. The Glance, a ten-ton deep keel yacht, was going along beautifully, the crew that should have sailed not making their appearance in time, Mr. Hawke started her with an amateur crew, and went part of the course just to make a good start, when she also bore up. The wind held fresh throughout the remainder of the race, the sea increasing as the vessels approached the southern shore. The buoy off Port Dalhousie was rounded in the following order and times, distance 33 miles:—Gorilla, 2h. 10m. 0s.; Rivet, 2h. 16m. 0s.; Breeze, 2h. 29m. 0s.; Arrow, 2h. 45m. 0s.

In going out for this buoy the topsail tack of the Breeze gave up, and not being well set again was a serious detriment to her. She is the Commodore's new vessel, was built at Toronto, and is a fine handsome hard weather little ship. After rounding the Port Dalhousie Buoy, away they went for the flagship. The skipper (Greenwood) of the Gorilla had promised his superior moiety that he would be back to tea at seven o'clock p.m., and he kept his word, for the vessels arrived at the flagship in the following order and times:—Gorilla, 6h. 46m. 25s.; Rivet, 7h. 15m. 13s.

The Breeze and Arrow not timed. The course of 66 miles was performed in 8h. 31m. 25s., at an average speed of 7.76 miles per hour. The Rivet had to receive 1m. per ton allowance of time from the Gorilla, and it will thus be seen that she was 16m. 48s., astern of the latter.

In order to celebrate the anniversary of the Prince of Wales's visit to Toronto, in addition to the race for his splendid cup, the committee of the club have resolved to hold an annual ball on the evening of the race. The first of these was held at the Music Hall, and the success ought to have fully satisfied the committee of the expediency of such an annual festival. The ball room was brilliantly decorated, and hung round with the flags of all nations and appropriate emblems of the club, in addition to which a most novel and pretty decoration was introduced.

From every gas branch was suspended a pretty cage, each containing a singing bird, which during the night vied with the band in their performance. We need hardly say the ladies of Toronto, Kingston, Cobourg, and Hamilton presented a galaxy of Canadian beauty not to be surpassed in merry England herself. Amongst the general company present we observed Mr. Sheriff Jarvis, Dr. Connor, M.P.P.; Mr. A. Morrison, M.P.P.; Hon. Robert Spence, Hon. John Ross, Hon. Judge Burns, Mr. John Bell, Mr. John Crawford, M.P.P.; Mr. D. Campbell, Mr. George H. Wyatt, Mr. Stephen Howard, Colonel Turner, Colonel Robinson, R.E.; Major Dillon, 30th Regiment; Major Green, Major Holmes, Deputy Purveyor Hammond, Captain Macdonald, Brigade Major; Lieutenant Bell, A.D.C.; Captain Tweedie, R.E.; Captain Clarkson, 30th Regiment; Captain Morrison, 30th Regiment; Doctors Head, Webb, and Paxton; Lieutenant Morewood, and Lieutenant Ingram. Many officers of the Rifle Brigade and Military Train were also present; they sailed down from Hamilton in their yacht, the Irene. Major-General Napier was invited, but indisposition prevented him enjoying the festivities of the evening. The members of the club mustered in great force, all attired in its handsome uniform—navy blue coats, with gilt buttons and white satin facings. The stewards were—The Commodore, E. Hodder; the Vice-Commodore, Mr. Wallace; W. Armstrong Hon. Sec; and Messrs. J. Cayley, S. P. Holcombe, W. H. Bell, J. H. M'Murray, H. Killaby, N. Kingsmill, A. R. Boswell, W. J. Baines, and J. S. M'Murray. Dancing commenced at nine o'clock, and continued with spirit throughout the night to the delightful music of the splendid band of the 30th Regiment. It was most amusing to hear, the moment the band ceased playing, a whole chorus of canaries filling the fine hall with their melody. During the evening the Commodore presented the Prince's Challenge Cup to Mr. Stanley, of Cobourg, the owner of the Gorilla, who thus becomes champion of the Canadian seas for the year 1862-63, and at the same time a silver medal to Mr. Elliott, of Cobourg, who won it last year; the custom is to be continued each year, the outgoing holder receiving a silver medal

commemorative of his having held the proud position of champion, and for every succeeding victory a clasp. The club vessel has been much improved, newly painted, and decorated, through the kind liberality of the captain of the club and Mr. S. F. Halcombe. Too much praise cannot be accorded to the officers and members of the club for their spirited support of yachting interests on the lakes of Canada. The noble pastime is truly flourishing in those far-famed seas, and any yachtsman that visits them may depend upon a sailor's welcome. As usual, the hon. secretary (W. Armstrong), was indefatigable, and notwithstanding the multifarious duties imposed upon him as superintendent of the building for the approaching Toronto Exhibition, he found time, as the moving spirit, to ensure the success of an annual regatta which he was mainly instrumental in organising.

ROYAL HALIFAX YACHT CLUB MATCH.

THE last race of the season of this rising club came off on Saturday, September 20th, and although the breeze was rather moderate the match was of more than usual interest. The day was delightful with an atmosphere pure and clear. The race was started from H.M.S. Pyramus, at a quarter past twelve. The use of this vessel for the day having been kindly granted to the Sailing Committee of the Club, by the Naval Authorities.

There were two prizes offered, for the first and second boats; the following entered:—

Names of Yachts.	Rig.	Tons.	Owners.
Petrel.....	schooner	14½	W. Hare, Esq.
Wave.....	sloop	21½	J. B. Crow, Esq.
Kate.....			G. Drillio, Esq.
Lurline.....	bermudian	.6	J. B. Crow, Esq.

The Wave dashed off with the lead, and was admirably handled throughout the race, having it entirely to herself, without being headed, but the contest between the other three yachts, towards the end of the race, was close and exciting, and considerable doubt was felt on board the Committee's vessel as to which would be the winner of the second prize. The Petrel came in second, but the Lurline proved the victor in this portion of the race, with all her allowance of time for tonnage, and is the winner for the first time of the second Cup. The tidy little Kate behaved admirably in the race, and run the Lurline hard for the

second prize. The day was unpropitious for the Petrel, requiring as she does a very strong breeze to bring out her best sailing qualities.

The following is the order in which they arrived at the winning post:

	h.	m.	s.		h.	m.	s.
Wave	3	38	40	Lurline.....	4	9	32
Petrel.....	4	8	28	Kate.....	4	14	39

Wave was the winner of the first cup, and the Lurline (by time) of the second. This Club numbers twenty-four yachts on its list: viz—6 Bermadian rig, 8 schooners, 9 sloops, and 1 cutter, whose united tonnage amounts to 228.

QUEENSTOWN YACHT RACE.

THIS event came off on the 25th of September. It was intended that it should take place on the 18th, but the weather was unfavorable then, being too mild, tho' otherwise all that could be desired—bright and clear. On the present occasion it was the reverse, there was a good breeze up, but during the whole of the day rain poured down almost incessantly, and the atmosphere was so hazy that it was impossible to distinguish the yachts at any distance from the shore. As may be supposed, there was nothing like the ordinary excitement, which, under favorable circumstances would have been evinced about the race. The rain prevented every one from witnessing the match unless those who could safely obtain a view under shelter.

All yachts in harbour were decorated in honor of the occasion; the flagship had all her bunting up, but the gay colours contrasted sadly with the gloomy, deserted appearance of the quays and streets. Had the day been, in one respect, such as the previous appointed day, there would have been an immense assemblage of persons in Queenstown, as the stewards had made every arrangement to render the race attractive, by engaging the services of two bands of music.

The prizes amounted to 65 sovs., which were thus apportioned—two-thirds of 55 sovs. to first yacht over 15 tons, one-third to first under, and 10 sovs. to second of the larger class. The following started—

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
503	Heroine	cutter	48	J. C. Atkins, Esq.	Wanhill
216	Cymba.....	cutter	54	E. Burke, Esq.	Fife
452	Gertrude.....	cutter	60	M. Hayes, Esq.	Wanhill
917	Sibyl.....	cutter	40	Sir J. Arnott, M.P.	Wheeler
64	Avalanche	cutter	50	J. Wheeler, Esq.	Owner
9	Aileen.....	cutter	40	J. Lambkin, Esq.	Wheeler
8	Enone	cutter	15	J. Corbet, Esq.	
732	Nautilus.....	cutter	39	H. Hardy, Esq.	Wheeler

The course lay around the flag-boat off Poor Head, leaving it on the starboard hand; then round Daunt's Rock, leaving it on the starboard hand, and thence home, ending between her Majesty's ship Advice and the Club Battery.

The vessels being all ready the start took place at 12 at noon, when the Cymba had the lead, closely followed by the Sibyl, but the Gertrude, which had a large press of canvas on, soon passed to the first place, her triumph, however, was of short duration, for the Heroine soon after challenged her, and eventually took the premiership, which she maintained to the finish. For nine miles of the course out the wind was against them, being S.S.E.; but afterwards it shifted to S.S.W., which was in their favor. The Cymba and Avalanche went aground off Cusquinney, but got underway again in a short time. The Aileen when rounding Daunt's Rock had her main-boom broken, and Mr. Robert Lambkin, the owner's brother, together with his son, and Mr. George Purcell were injured. At the finish of the race the timing was as follows:—

	h.	m.	s.		h.	m.	s.
Heroine.....	3	22	15	Nautilus	3	40	30
Gertrude	3	35	49	Cymba.....	3	42	18
Sibyl	3	38	56	Avalanche.....	3	57	13

The Heroine was declared the winner of the first prize, Gertrude received the second prize, and Ænone being the only yacht under fifteen tons that took part in the race, was awarded the third prize, having had a kind of "walk over."

The following are the particulars of the accident on board the Aileen. The yacht was carrying a large amount of canvas, under a tremendous gale, when turning Daunt's Rock the boom snapped in the centre, and, swinging round, struck with great violence the gentlemen we have named. Mr. Robert Lambkin received, we regret to state, most serious injuries, three of his ribs on the left side having been broken. Mr. Purcell's jaw was fractured, and Master Lambkin was cut in the side of the head and bridge of the nose. His tongue was split. What the consequence of these injuries may have been, it is as yet difficult to state. It has not been ascertained whether or not Mr. Lambkin's wounds may not have been accompanied by internal hurts. Mr. Purcell's fracture is of course a very grave one. There is universal sympathy for these gentlemen, both of whom we need scarcely say are highly respected.

Oct. 27th.—Since the above was in type, we are happy to state that intelligence has reached us that these gentlemen are progressing favorably, and are out of danger.

REGATTA AT NAPLES.

IN compliance with the wishes of some of our patrons residing in the locality we annex the following account from the *Times*. The regatta came off on the 14th and 15th October under the following regulations:—water ballast only allowed; all boats to be provided with their anchors and cables; boats running to give way on a wind; boats on port tack to give way to boats on starboard tack; boats not complying with the rules will loose all claim to a prize. No ballast to be taken in or started during the race; &c. The committee consisted of Lieutenants Palmer, Curtis, and Dickenson. Judge and Starter, Mr. Carr; the decision of these gentlemen to be final. Boats to be got underway from their own anchors. The distance of the course to depend on the force of the wind.

First day.—The match was rowed between five launches belonging to H.M.S. London, Doris, and Neptune. This was after a sharp contest decided as follows, London 3*l*., and Neptune 2*l*. The next was between galleys, in which Neptune received 1*l*. 10*s*. beating Doris and Magicienne. The third race the cutters of the London, Neptune, and Doris, two each, and one of the Magicienne ran, the London carrying off the first prize of 2*l*. 10*s*., and the Neptune the second of 1*l*. 10*s*. The dinghies formed the fourth match, one each from the London and Neptune, the former winning the prize 15*s*. The London, Neptune, and Doris, each supplied a gig for the fifth race, the former winning the 15*s*. These were followed by several other matches in all of which the London carried off the chief prizes.

Second day.—The launches, cutters, pinnaces, and jolly boats, each set sailed a match, the prizes varying from 3*l*. to 15*s*. The weather was delightfully fine, and the good effect of the contests on the men is surprising, and the excitement which has existed among them for some days has been very great. It is not too much to say, of both of the crews, the London and Neptune, that the constant practice to which they are subjected makes them perfect.

The London, as being under the command of the senior Captain, was the great receiving house, and a large number of ladies and gentlemen were assembled there. She was gaily decorated with flags, and the sailors manned the yards. Dancing was kept up between each race, and a more jocular, or more brilliant scene cannot well be imagined.

ROYAL BERMUDIAN YACHT CLUB.

THE annual race for the Prince Alfred Cup took place on Wednesday, Aug. 6th. The following yachts started:—Osprey, Mr. L. Leir, Adela, Mr. F. Gaubert, Bermudiana, Mr. C. Gosling, Nameless, Lieut. Sandford, Wanderer, Capt. Warner.

There was a very stiff breeze from W.N.W., with some heavy squalls. The course was from H.M.S. Terror under Magazine Island, round both Tucker's Islands, west of Pearl Island, leaving it on starboard hand, through ships' channel, into Hamilton Harbour, round the gunboat; return through ships' channel, under Magazine Island, leaving it on the starboard hand, and round the Terror's stern; distance 18 miles. The start was delayed from ten o'clock till two p.m., in consequence of some of the yachts having to come round from St. George's against a head wind. There was a time allowance in proportion to the tonnage of the boats and the length of the course.

The signal to go was fired at two o'clock, under the direction of Lieut. Armstrong, R.N., who officiated as one of the stewards, and was smartly obeyed by the Osprey, followed at the expiration of their waiting time by the Adela, Bermudiana, Nameless, and Wanderer. They maintained their order of starting till nearly as far as Tucker's Island, when the Nameless overhauled the Bermudiana. After rounding Pearl Island square sails were set, and an accident happened to the Adela, a new boat built for Mr. Gaubert (39th Regt), and which it was expected would sail a good race with the Osprey, for shortly after setting her square sail the cleat of the square sail halyards gave way, and down came the square sail, falling overboard across the stem. During the *fracas* she jibed, knocking her owner overboard, who, after a series of aquatic evolutions, was hauled on board again (no easy thing in his case, by the way). The Flirt, thinking she was foundering, bore down to the rescue, but she was righted, although halfswamped. The yachts entered Hamilton harbour, the Osprey still leading, followed by the Adela, Nameless, Bermudiana, and Wanderer. Square sails were carried all down the harbour, the Wanderer running under a perfect cloud of canvas. The gunboat was rounded in the following order:—Osprey, Nameless, Wanderer, Adela, Bermudiana. It was now a dead beat to the ships' channel, and the Nameless began making the distance between her and the Osprey "small by degrees and beautifully less," chiefly owing to the Osprey's not having any race keel on, and therefore not being able to veer. The ship's channel was passed in the following order.—Osprey somewhere about half-way across the sound, and rounded the stern of the Terror first, beating the Osprey by 3m., and the Wanderer third.

The Nameless is a new boat, built for Lieut. Sandford (Royal Engineers), and is the most perfect Bermudian yacht out here; she has won nearly all the cups in the club, and has never been beaten. The Nameless thus won the Prince Alfred Cup, and the Osprey took the second prize, sailing a capital race against much larger craft.

SWANSEA REGATTA.

Monday, July 21st, was fortunately fine, and the town at an early hour presented that appearance of festivity which characterises a general holiday. People walked about the streets as though they had nothing to do, and meant to do it. Indeed, they seemed to regard those who affected to be at work as unnatural persons not to be at all encouraged. There was an affectation, too, of the nautical air. Landmen, with straw hats and pea jackets, made profound observations on the state of the weather, endeavouring to persuade themselves and everybody else that "they knew all about it." There was, of course, a large importation of "young men from the country," accompanied by young women from the same locality. Bounnets of every hue and shade, escorted by waistcoats almost as brilliant, gave quite a splendid colouring to the scene. All these visitors, with a great number of townspeople, took their way to the South Docks as the hour for the first race approached. The starter, Mr. Rosser, accompanied by several members of the Committee, went out in a rowing boat, and soon after the hour fixed started the pilot boats. Soon after the yachts were also started. There were only three—the Vesper, 16 tons, G. A. Bevan, Esq., *Lanthe*, 20 tons, W. Pegg, Esq.; and the *Ariel* 10 tons, W. Bowen Esq.

Shortly afterwards was the race for four-oared gigs, which was won easily by the crew of the yacht *Phosphorus*, in a gig belonging to that yacht.

The last amusement on the water was the duck hunt, which caused a great deal of amusement to the spectators. The four-oared gig of the *Phosphorus* took the part of pursuer, and exhibited considerable skill and pluck, but was unsuccessful: the "duck" was too quick for them, although one of the other crew twice jumped into the water in the expectation of catching the wily bird.

Meanwhile the larger races were being decided. The *Vigilant* won the pilot boat race, the *Alarm* being second, both of these boats having been built by Mr. W. Bowen, who is usually successful on these occasions. There was an unfortunate mistake in the yacht race, Mr. Bevan having mistaken the course, and gone twice round instead of one and a half. We believe, however, that except for this mistake there was no doubt that he would have taken the first prize. Mr. W. Pegg received the prize in the yacht race. After some minor sports, there was an excellent dinner at the Mackworth Arms, when the prizes were presented.

Second Day.—It was very wet almost throughout the day, yet this did not deter those fond of aquatic sports, for great numbers flocked to the beach. The heavy weather of the previous week prevented many yachts from attending, and some difficulty was experienced in getting a sufficient number to contend. In the match for the 50 sovs. which were offered to yachts of Royal Clubs, it was impossible to get entries for it as a whole, therefore the sum was divided as follows—30 sovs. first vessel, 15 sovs. second, and 5 sovs. third. Time race, half-a-minute per ton up to 40 tons, and a quarter minute per ton beyond that.—The following entered:—

Numbered as in Hunt's Yacht List for 1862.

No.	Names of Yachts	Rig.	Tons.	Owners.	Builders.
817	Phosphorus	cutter	50	W. Turner, Esq.	Fife
	Leander	cutter	33	J. Strick, Esq.	
514	Ianthe	cutter	20	W. D. Pegg, Esq.	Wanhill
504	Ariel	cutter	11	W. Bowen, Esq.	Aldous

The course was from a buoy moored off Swansea pier, round a mark to the eastward, returning to the starting buoy; thence round a mark to the westward, returning round the starting buoy; and thence again round the eastern mark; and winning at the starting buoy, a distance of about twenty-eight miles.

The starting gun was fired at 2h. 10m., when the little Ariel got the lead for a short time, when the breeze was light from S.S.W., but the immense hoist of canvas of the Phosphorus enabled her to take advantage of every slight puff, and she soon took the lead, followed closely by Ariel. After passing the starting buoy at the end of the first round a breeze sprung up, giving her an increased lead, which she maintained to the finish, coming in ahead of Ariel by about 40 minutes, and was hailed the winner. Ianthe took the third prize.

The pilot boat race had the same result as on the previous day, Vigilant winning the first prize easily, the Alarm coming in second. In the duck hunt, the "duck" of Monday was in the four-oared boat, and succeeded somewhat speedily in capturing the duck of Tuesday. In the evening, the performances at the Theatre were under the patronage of the Regatta Trustees.

BOSTON YACHT CLUB MATCH.

THIS annual gathering took place on Friday Oct. 14th. The following yachts started at 7h. 30m., the course being from Maud Foster Sluice, down the river Witham, round Elbow Buoy to the upper Rig Buoy, and back to East Countryman's Berth:—Mr. Anderson's Pet, 3 tons; Mr. Fawcett's Firefly, 7 tons; Mr. Carline's Kitten, 5 tons; and Mr. Pilley's Waterwitch, 7 tons.

There was a strong north-west wind, which increased as the day wore on, and the yachts scudded down the river in good style. The Kitten led at first, but was passed near the Elbow by the Firefly, which was never afterwards headed, and won the match. The yachts were timed as follows on rounding the Rig Buoy:—Firefly, 9h. 11m.; Kitten, 9h. 14m.; Waterwitch, 9h. 15m.; and Pet, 9h. 27m. The run to the winning buoy resulted in little variation, but the Kitten held tolerably close in the wake of the Firefly and even gained slightly. Firefly, 10h. 27m. 55s; Kitten, 10h. 30m. 45s. Waterwitch, 10h. 35m. 20s.; Pet, 11h. 3m. 0s. The Firefly thus won, after allowing 1m. for difference of tonnage, by 2m. 50s.

The course, which was about 30 miles in length, was gone over in 3h. 3m.

In the evening the competitors and other members of the club dined together at the White Hart Hotel, where the cup sailed for was handed to Mr. Fawcett. The cup was provided by subscription, that offered by Mr. Malcolm, M.P., having been declined by the club on account of the restrictions with which the gift was accompanied.

IRISH MODEL YACHT CLUB MATCH.

THIS affair, the closing one of the season came off August 8th, when E. J. Bolton, Esq., the Captain of the Fleet, presented the Club, with a handsome binnacle, containing one of West's Fluid Compasses, for competition among the yachts of the club not exceeding 15 tons.

The entries owing to various causes was small, comprising Dove, 12 tons, T. D. Kane, Esq.; Flirt, 7 tons, W. Boyd, Esq.; Pet, 12 tons, Lieut.-Col. Rutherford. The meeting of the Dove and Pet, old rivals, caused much interest in the match.

At 2h. p.m., the time for taking their stations the Flirt did not make an appearance, the two little clippers of equal tonnage started; the Dove had the weather berth, but both got well together, breeze light and free to South Burford, round which Dove went some 30 seconds ahead, and this she increased to a minute before reaching the north buoy, when they hauled their wind round the mark, and stood back across the bay, on the starboard tack, towards the harbour's mouth, Dove slightly leading, with Pet on her weather quarter. Off the pier Dove tacked for East Barbury, but Pet thinking she could hardly fetch it, held on her course for another minute or so, and with such good judgment that she was just able to go about on her next reach, nearly a minute ahead of Dove, which she increased to three minutes in her reach to the south buoy, and ran to the harbour's mouth, where she arrived ahead of Dove at 5h. 30m., when she was loudly cheered by the numerous yachts' crews present. The Dove although defeated is none the less a first-rate dangerous little clipper.

WELLS-NEXT-THE-SEA REGATTA.

THIS regatta was held on Wednesday July 23rd, and notwithstanding dull, not to say gloomy weather, was well attended, although Wells is situated on rather a remote point of the Norfolk coast line. The afternoon was far less than the morning, and when the sports commenced the quay, sea-bank, and every available spot from which a sight could be obtained of the proceedings were crowded. The first match was between small pleasure yachts, half a minute per foot allowed for difference of length. The course which was usual, along the area of the sea, at the base of which the quay is situated was sailed over twice. The prizes offered were, for the first boat a piece of

plate of the value of seven guineas, and for the second a plate of the value of three guineas. There was a light breeze from the E.N.E., and a good start was effected at 2h. 12m. the entries having been as follows:—

The Cuthbert, 18 feet, Mr. Smith of Wells; Echo 16 feet, Mr. Dewing of Burnham; Fancy, 21 feet, Mr. Haycock of Wells; and the Volante, 14 feet, Mr. Tyrrell of Wells. The Cuthbert took the lead at first, but was soon overreached by the Echo, which was not afterwards distanced by any of her rivals. The Fancy retired from the match before the close of the first round, which resulted as follows:—Echo 4h. 2m.; Cuthbert 4h. 17m.; Volante, 4h. 20m.

There was no particular change in the second round, except that Cuthbert gained slightly on the Echo. The two leading boats completed the distance as follows:—Echo 4h. 58m.; Cuthbert 5h. 9m.; the Volante not timed.

The prizes were adjudged accordingly.

The next match was between fore and aft rigged boats, 15 seconds per foot being allowed for difference of length. The course was only sailed once. The prizes were £2, for the first boat, and 1 for the second: for this there were seven entries, viz: Gipsy, 16 feet, Garner of Wells; Lark, 16 feet, same owner; Curlew, 17 feet, Hayhoe of Wells; Industry, 16 feet, Whittaker of Wells; Fairy, 12 feet, same owner; the Mel, 12 feet, Cooke of Morston; and the Dart 17 feet, Tay of Wells. The start took place at 3h. Curlew leading, followed by the Dart, Lark, and Industry; the Gipsy and Dart soon went to the front and kept there. The Industry retired, and after a hard struggle for the second place on the part of the Lark, the Gipsy came in at 4h. 24m. 30s., and the Dart at 4h. 30m., being consequently awarded the prizes. Several other races followed, but quite of a minor character.

ROYAL NATIONAL LIFE BOAT INSTITUTION.

A meeting of this institution was held on the 10th September, at its house, John-street, Adelphi; Captain Sir Edward Perrott, Bart., V.P., in the chair. There were also present Admiral Cator, Colonel Palmer, Admiral Gordon, and other gentlemen.

The minutes of the previous meeting having been read,

A reward of £12. was given to the crew of the Berwick life boat belonging to the institution, for going off in the night of the 9th ult., with the view of rendering assistance to the smack Ann, of Hull, which, during rough weather, had struck on Spittal Point. Although the seas were beating over the little vessel her crew still clung to her. The life boat remained by her some time, but shortly after the smack drifted out of danger. In accordance with the positive orders of the institution, its life-boats' crews never encourage sailors to abandon their distressed ships. Hence it is that the life-boats sometimes remain by them on occasions for many hours together, and distressed sailors, thus nerved afresh, exert themselves successfully to get their vessels out of danger.

General
cost of the

A reward of £7. was also voted to the crew of the Arklow life boat of the society for putting off to the assistance of a schooner which had struck on the outlying sand bank, on the 10th ult. Fortunately the vessel floated off, and proceeded on her voyage.

A reward of £2. was likewise granted to four country people, who had promptly manned a small boat and rescued three men, whose boat had struck on a rock during a gale of wind and a heavy sea off Ballysteen, on the coast of Limerick.

A reward of £2. was also given to the crew of the fishing lugger *Excelsior*, of Lowestoft, for saving the crew of five men belonging to the lugger *Caledonia*, of Buckhaven, bound to Whitby, which, during a gale of wind and squally weather, had been upset near the last-named port.

A reward was likewise granted to a fishing-boat's crew for rescuing five out of seven of the crew of another boat, which, having shipped a heavy sea, had capsized off Garnish, on the coast of Cork, on the 30th July last. The five men were in a very exhausted condition when they were rescued from the inevitable death that apparently awaited them. The other two men unhappily perished before assistance could reach them.

A communication was read from his Grace the Duke of Northumberland K.G., president of the institution, stating that he accepted with much pleasure the model of the institution's life boat and transporting carriage which the society had presented to him, and that he should preserve them as a memorial of the important benefit which the life boat institution had conferred on the shipwrecked sailor.

During the past month a new life boat and transporting carriage had been sent to Witherness, near Hull. On the occasion of the inauguration of the boat, about 20,000 persons had assembled to witness the interesting ceremony. Another new life boat and carriage had also been sent to Appledore in Devon.

The inspector of life-boats of the institution read a favourable report on the condition of the life-boat stations of the society on the coast of Scotland, and on the north-east coast of England.

It was reported that some French officers had recently visited one of the life-boat stations of the institution on the north-east coast, and that they had expressed their high admiration of their completeness to accomplish the humane object in view.

It was reported that the important friendly society, the Ancient Order of Foresters, had recently resolved at their annual court that a voluntary subscription should be asked for from their members each year, in aid of the funds of the National Life-boat Institution.

With its 128 life-boat establishments, each of which involves an annual charge of £40.; it is quite manifest that a large permanent income is required by the institution to enable it to continue the important and national work which it has undertaken of saving the lives of persons of all nations who are wrecked on our coast.

Payments amounting to upwards of £600. having been made on various life-boat establishments the proceedings terminated.

A meeting of this institution was held on the 2nd Oct. at its house; John-street, Adelphi; Thomas Chapman, Esq., F.R.S., V.P., in the chair. There were also present—Admiral Sir George Sartorius, Captain Sir Edward Perrott, Bart., George Lyall, Esq., M.P., Admiral M'Hardy, Admiral Cator, Alexander Boetefeur, Esq., Captain De St. Croix, Captain Ward, R.N., and Richard Lewis, Esq., secretary of the institution.

A reward of £9. was voted to the crew of the Dungeness life-boat of the institution, for going off on the night 21st ult., and after much difficulty, saving 14 men belonging to the Portuguese barque Cruz V., of Oporto. The ship had gone on shore off Dungeness, in blowing weather, after having experienced a heavy gale of wind. The ship's crew were found in a very excited state and about to abandon their vessel, over which the sea was breaking heavily in their own long boat, when the life-boat fortunately arrived and rescued them from an apparent death, for their boat could not live, it was stated, in such a heavy sea. The life-boat was reported by her coxswain, Thomas Mockridge, chief boatman of the coast-guard, to have behaved remarkably well on the occasion. A communication was read from his Excellency the Portuguese Ambassador, expressing his high satisfaction with the important services thus rendered to 14 of his countrymen, and stating that he would not fail to report the same to his government.

A reward of £7. 10s. was also voted to the crew of Rhyl life-boat of the institution, for putting off with the view of saving the crew of the schooner Jameson, of Liverpool, which was observed suddenly to founder in a heavy squall on the 18th ult. The schooner's crew immediately took to their own boat, and were fortunately picked up by the Point of Ayr life-boat.

A reward of £8. was also given to the crew of a pilot boat for putting off and rescuing, at considerable risk of life, the crew of three men belonging to the schooner Dove, of Leith, which, during a gale of wind and squally weather, had sunk off Newhaven. The crew at once clung to the rigging, from which perilous situation they were, after an hour of agony, saved by the pilot boat.

The coxswain of the Bude Haven life-boat of the society reported that a lad had recently fallen into a canal at that place, and was under water for nearly ten minutes before he was got out, when he was found apparently dead. He was immediately treated in accordance with the rules of the National Life-boat Institution for the restoration of the apparently drowned, founded on those of the late Dr. Marshall Hall, and after about half an hour he was happily restored to life and is now doing very well.

A communication was read from Earl Russell, K.G., Her Majesty's Principal Secretary of State for Foreign Affairs, expressing his high appreciation of the object of the National Life-boat Institution, and stating that the satisfaction he felt in having extended to it, since his formation, his pecuniary support.

It was reported that during the past month the institution had sent new life-boats to Howth, Dublin, Blakeney, Norfolk; and to Gurnsey. General Sir George Bowles, K.C.B., had presented to the society the cost of the Howth boat, and Miss Brightwell that for Blakeney.

It was also stated that the following legacies had during the past month been received by the Life-boat Institution:—From the executors of the late W. Lupton, Esq., of Salford, £100; Dr. Turner West, of Hull, £100; and Mrs. Gedge, of Great Yarmouth, £100. That lady had also benevolently bequeathed to the institution one-third of her residuary estate.

Considering the very expensive character of the operations of the National Life-boat Institution, its expenditure must necessarily be always very large on its 123 life-boat establishments; accordingly payments amounting to £1660 were ordered to be made at this meeting on some of its life-boat stations which had recently been completed, and on the repairs &c., of others.

HYTHE REGATTA.

On Wednesday, September 3, the rural and picturesque village of Hythe, on the borders of the New Forest, held its second annual regatta, under the patronage of the nobility and gentry of the neighbourhood. The amusements afforded to the public throughout the day were of a first-rate order, and the public are indebted to Capt. Brown and Mr. Pinhay, whose exertions, assisted by Messrs. Obree, Stockham, and other gentlemen of the West Quay Amateur Club, deserve all praise. Mr. Howes was the hon. sec. There were several yachts in the neighbourhood, among them the Flying Cloud (Count Batthyany), the Silver Fish (G. Jessop), &c., which were gaily decorated with their holiday bunting; also H.M.'s ships Boacaven, Dauntless, and Leveret, which displayed the red, white, and blue ensigns at each mast head. The course for the different matches was on the broad waters of the Anton, fronting the mouth of the Itchen, and extended from the station vessel off the village to a flagboat off Southampton Pier, thence to the southward off Netley Hospital, shortened according to the class of sailing vessels, and affording an uninterrupted view.

The programme comprised a prize of £15 for yachts of 12 tons and under, but as sufficient entries could not be obtained, owing to several yachts of the Quiver class having been stripped, and gone into their winter quarters for the season, this intended match was merged into one for open sailing pleasure boats of 30 feet and under. There were also three other sailing matches, for boats of various dimensions, fishing boats and wherries belonging to Hythe; galley and punt races, double and single-handed, by the celebrated boats of Southampton and the Itchen; and rowing matches by the boats of H.M.'s ships. The Pilot, boat No. 6, lent for the occasion, was the head quarters of the committee, from whence the matches were started. The weather was auspicious, though it was intermingled with occasional showers. Throughout the forenoon it blew fresh and squally from the westward, but in the afternoon the water was as calm as a mill pond. The sports commenced at ten o'clock, and terminated at dusk.

The First Sailing Match, for open sailing boats of 30 feet in length and under; three sails only allowed; no shifting ballast; entrance, 6s; first

prize, 7*l.*, second 4*l.*, third, 3*l.*; time race, one minute per foot. The following started: White Dove, 30ft., Mr. Blanshard; Sorella, 27ft. Mr. Hatcher; Pearl, 26ft. Mr. Paskins, sen.; Amelia, 26ft., Mr. T. Hardy; Falcon, 28ft., Mr. Wanhill; Zephyr, 24ft., Mr. Paskins, jun.

The start was effected at ten o'clock, and the vessels got well away with the strong breeze which prevailed, and at times during the course were frequently buried in the spray. The White Dove walked away, obtained the lead, and kept it throughout. The Sorella and Pearl kept well together during each round of the course, and it was very doubtful to the lookers-on whether they would save the time allowed by their more powerful antagonist. They arrived in the following order: White Dove, 2h. 3m. 28s; Sorella, 2h. 6m. 12s; Pearl, 2h. 7m. 56s.; Amelia, 2h. 10m. 8s.; the others not timed. Sorella received first prize by time; White Dove second, and Pearl third.

Second Match, a prize of 10*l.* for sailing boats of 23 feet and under; time race, 1½ minute per foot; five to start or no race: three hands only allowed; entrance, 5s.; first prize, 5*l.* 5s.; second, 3*l.* 3s.; third, 1*l.* 12s.

The following started: Amateur, 22ft., Captain Richards; Cross House, 23ft. Mr. J. Hodgkinson; Frolic, 20ft., Mr. E. Diaper; and Lizzie, 20ft., Mr. R. Jurd. They started at 10h. 30m. This was also a very exciting race, all being well-known boats of the locality, particularly the Frolic and Lizzie, but the Lizzie, when in a good position, unfortunately grounded off the mouth of the Itchen, and took the last place. The Amateur was the winner by above two minutes, without the required allowance of a minute and a-half, and the Frolic receiving the allowance of four minutes and a-half from the Cross House took the prize by 46 seconds.

Third match, a prize of 6*l.* exclusively for wherries belonging to Hythe; five to start or no race; which was decided as follows:—No. 1. Swift (J. Stevens, 2*l.* 2s.); 2. Norah, 1½*l.* (Blandford, 1*l.* 8s.); 3. Puss Moody (T. Randall, 1*l.* 4s.) Teazer, (H. Diaper, 16s.); 5. Gem (M. Aldridge, 14s.)

After the sailing matches, several contests by rowing boats took place.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal London Yacht Club.—The members of this club held their monthly general meeting on Monday, October 20, the Commodore (Mr. A. Arce-deckne) in the chair, faced by Mr. A. Crossley, the cup-bearer. The minutes of the previous meeting having been read and confirmed, Messrs. C. Dyke, T. Glenton, and A. Riversdale, were unanimously elected members of the club. The reply of the Secretary of the Board of Trade, in answer to the club's letter, respecting the harbour dues at Margate, was read, stating that after careful consideration the Board of Trade could only give the same answer as they had to the Royal Thames Yacht Club, that they could make no alteration.

The Chairman then read a letter from Mr. Clifford, the inventor of the

plan for lowering ships' boats, accompanying a lithograph of Mr. E. Hayes, R.N.A. (the original of which was in the International Exhibition, representing "A scene in the first voyage of the Shannon, under Captain Sir William Peel, V.C., C.B., or the third 'man overboard' picked up by Clifford's Boat Lowering Gear, during the ship's first voyage to the Cape." The writer, after speaking of the kind manner in which his invention had been received by the club, whose interests he had warmly at heart, begged their acceptance of the lithograph to be hung up in the room.—Mr. Alexander Crossley proposed, seconded by Mr. Tomlinson, that a vote of thanks be passed to Mr. Clifford, the Secretary being desired to convey the vote to the gentleman.

A letter was then read from Captain Whitbread, thanking the club for his election to the office of Rear-Commodore.—Some conversation then took place respecting the late closing trip, and it was ultimately resolved that in future a special notice of the closing trip be issued to the members in the event of their being no meeting for two or three months previously.—The Commodore proposed, seconded by Mr. Crossley, and it was carried, that the annual dinner be held on the 11th of December.

Prince of Wales Yacht Club.—The monthly meeting of this Club was held on Friday October 10th at the Freemasons' Tavern, the Commodore (R. Hewitt, Esq.) in the chair. After the reading and confirmation of the minutes of the preceding meeting, Mr. S. Russell was unanimously elected a member. The subject of the annual dinner then came on for discussion. It has been usual to have this on the Prince's birthday, whose patronymic the club bears, and the members had felt anxious that it should be celebrated on the 9th of November this year, as the Prince of Wales will then attain his majority, but that falling on the Sunday, the 14th was determined upon as the most available on which it could come off. This closing the business transactions, the remainder of the evening was spent in social enjoyment.

YACHTING INTELLIGENCE.

The following yachts have left, or are about leaving for the Mediterranean:—Sylphide, Marquis of Downshire, Albertine, Lord Lonsborough; Camilla, J. Broadwood, Esq; Fidelia, C. R. Colville, Esq. M.P.; Julia, G. Field, Esq.; Lavrock, Captain Norris; Doris, Fawcett, Esq.; Pilgrim, Duke of St. Alban's; Hornet, J. Naylor, Esq.; Derwent, Colonel Clifton; Brunette, J. P. Ellames, Esq.

The Urania, W. Wise, Esq. will be hauled up at Ratsey's yard to be lengthened 15 feet by the bows.

The Fastnet, cutter 65 tons has just been launched from White's yard, at East Cowes.

Hansen is building a schooner of 175 tons for G. R. Stephenson, Esq. A correspondent informs us she will be a very beautiful model.

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HUNT'S YACHTING MAGAZINE.

DECEMBER, 1862.

SUMMARY OF THE YACHTING SEASON, 1862.

THE regattas and matches of the season have been generally well attended, and a large amount of money distributed in cash and costly prizes, which, with the addition of several new yachts, give the pleasure navy an additional interest in the maritime station of the United Kingdom. The Clubs belonging to the Metropolis invariably commence, and on no other occasion have they been surpassed.

The Prince of Wales Yacht Club opened the season on the Thames, on the 10th of May. The day was considered by many to be too early in the month—it being cold and gloomy, accompanied by occasional showers, which made even the most zealous regret the meeting, especially as it was shorn of the usual full attendance of the fair sex. The prize offered for competition was a magnificent cup and cover, value 20 sovs., presented by Henry Dodd, Esq., who although not a yacht owner himself—still takes great pleasure in witnessing, and contributing towards the contests of vessels belonging to *this* club. There were five entries for this prize, but only three came to the start:—viz. Violet cutter, 9 tons, belonging to the Right Hon. Lord De Ros; Jessie, 7 tons, Commodore Hewett, and Ottilia, 7 tons, J. Burton, Esq. This vessel occasioned many a smile from the novelty of her sails, which had never been seen on an English yacht before, being rendered firm from sundry battens placed crosswise on them. The wind was from S.W. to

W.S.W., rather free, and from all appearance exactly suiting to the Violet; a vessel which is ever ready to enter a match whatever the odds are against her chance of winning. His lordship sailed her himself, as did Commodore Hewett the Jessie, and a certain well known M.D., officiated on board the Ottilia, and we rather suspect him of being the father of the new rig. The race laid triumphantly between the two former; and after a sharp struggle for a good part of the match the Violet was most enthusiastically hailed the winner, with 14 minutes to spare. Every one was highly pleased at the success of his lordship, and warmly congratulated him.

The Royal London Yacht Club was the next afloat, on the 22nd of May, under the personal management of the Commodore (A. Arce-deckne, Esq.). The weather was on this occasion worse than that experienced on the 10th, the wind was variable from W.S.W.—calm and squally, with rain occasionally. There were prizes offered for two description of yachts, that for second class was a pretty silver gilt decanter, value 30 sovs. to first vessel, and 10 sovs. to second; and to third class a silver vase, value 20 sovs., to first vessel, and 5 sovs. to second. In the first match the cutters Vampire, 20 tons, Capt. Commerell, Octoroon, 12 tons, Cecil Long, Esq., and Oberon, 20 tons, J. D. Hewett, Esq., started for the race from Erith to the Chapman. A slight collision took place between the Vampire and Oberon, which produced one of those *disagreeables* in yachting—a protest. The Vampire also met with the mishap to spring her topmast which of course retarded her, and when they arrived at the extremity of the course—the Octoroon being within one minute of her allowed time from each of her competitors looked well up for winning one, at least, of the prizes. However success is not always with the swift, for on the return voyage, whilst the Octoroon was leading, her pilot managed very unaccountably to place her in duress vile on the Blyth Sand, where she was detained until the rising tide released her. The confinement of this vessel relieved the minds of the crews of the other two, and they finished the match by Vampire coming in first by eight minutes, which may be accounted for by the mistake Oberon committed coming up, by standing too long over to the Essex shore where she touched the sand, and although only a few seconds elapsed before she relieved herself it was too long to overtake her wily competitor. On the arrival of the owners of the Vampire and Oberon on board the club steamer it was very amusing to witness the anxiety and earnestness of each to prove himself right and his brother wrong. The subject was ultimately, at a future period, settled by the Sailing Committee, and the Vampire received the chief prize.

In the second race the celebrated Bessie, J. H. Hedge, Esq., the Haidee W. Turner, Esq., (Champion of 1860) and the well-known Violet contended, and as might be expected, there was an exceeding good match, yet notwithstanding the excellent qualities of the Haidee she was forced to yield the "title" and the Silver Vase to the Bessie.

The Royal Thames Yacht Club commenced its season on the day following the above (May 23rd), with its usual liberality, offering prizes of near £200 value for vessels of different classes:—the first was for vessels above 20 tons; and consisted of a beautiful silver gilt tea service of the value of 100 sovs. for first vessel, and a handsome claret jug and goblets of the value of 20 sovs. for second. These brought the following five celebrated clippers to the start:—Christabel, H. Kennard, Esq., Marina, J. C. Morice, Esq., Phosphorus, W. Turner, Esq., Glance, A. Duncan, Esq., and Audax, J. H. Johnson, Esq. There was a fresh South-west wind blowing which suited them well, and they raced down, with Christabel leading until in Northfleet Hope they encountered a heavy squall, which caused Audax and Glance to lower topsails, and Phosphorus's bowsprit broke short off in consequence of her bobstay tackle giving way. All thought her fate decided, but not so her crew, for in an incredible short time the stump was rigged out, sails set, and away she tore like a maddened racer after her leaders. The Christabel led the van until in the Lower Hope, when Marina rushed up and wrested the lead from her, which she maintained till rounding the Nore Light, when she came into collision with the Club steamer, and it was the greatest miracle that some more serious accident had not happened than the carrying away of her bowsprit, and driving a hole into the steamer. This accident of course threw her out of the race, and the steamer towed her back to Gravesend. Whoever was in fault it was gross negligence to place the steamer in the way of the racing vessels. The Christabel now resumed her former place of leadership, which she maintained to the finish, receiving first prize, and the Glance, although coming in fourth, received the second prize by time. The Marina received remuneration for her loss and damage, sufficient, we believe, to satisfy her owner. The other match for vessels not exceeding 20 tons did not come off.

On the 7th of June, the Royal Thames vessels again mustered at Erith to the number of thirteen, to contend in three separate matches, viz:—Second Class consisting of the Queen, Capt. Whitbread; Emmet, T. C. Manderson, Esq.; Phantom, S. Lane, Esq.; and Vampire, for a prize of 50 sovs. for the first vessel, and 20 sovs for the second. The Fourth Class comprised the Wasp, Colonel Swinton; Quiver, Captain

Chamberlayne; Folly, W. L. Parry, Esq.; Violet and Octoroon: the prizes were 30 sovs. for the first, and 10 sovs. for the second. The Extra match was between vessels that had never won a prize, viz:—Oriole, J. W. Ledger, Esq.; Ellen (schooner) R. B. Heaketh, Esq.; Mars, G. Haines, Esq.; Violet (schooner) J. R. Kirby, Esq.; the prizes were 40 sovs. for first vessel, and 10 sovs. for second. The Extra match was the first started, and the other two classes went off together. The Violet soon took the lead of her compeers, and was never headed, going round the Nore Light 2m. 21s. ahead of Mars, the second vessel. Emmet was in distress at starting, having her peak halyards foul and foresail all adrift; but she made up for the loss of time and rounded the Nore Light 9m. and 30s. ahead of Queen. Here want of skill, or over ambitious to excel others, the party in command of Emmet neglected the precautions taken by those who had rounded before to lower his topsail, and the consequence was, with the half gale blowing, it soon got adrift and became a streamer from the gaff—she shortly afterwards hoisted a signal of distress, when it was ascertained her chain plates had drawn, and it was feared the mast would go by the board. She was taken in tow by the steamer. Thus the Queen which had rounded 2m. ahead of Phantom resumed her former place; but it was doubtful whether she would not have been astern of Phantom had not that vessel met with the mishap to carry away her bowsprit in the Rands Reach shortly after starting, and her jib (which was set on the stump) getting adrift in Northfleet Hope. To complete the chapter of accidents this day, the Mars on her return, had her main halyards give way, and her sail covered up her deck,—she was towed back to Erith by another steamer. The Fourth Class went only to the Chapman, where the Folly rounded ahead of her competitors. The wind throughout the day was chiefly from W.S.W., very strong with much sea on. The Violet received the first prize in the Extra match, Oriole the second. Folly the first prize of Fourth Class, Octoroon the second. Queen first of second class, Phantom second.

The Royal Western Yacht Club of Ireland held its first Regatta at Queenstown, since its removal from Dublin, on the 16th of June, on which occasion one of the most splendid Specimens of Art of the value of 100 sovs. was offered for competition. The entries were excellent, comprising Osprey, E. W. Nunn, Esq.; Sibyl, Sir J. Arnott, *Æolus*, T. C. Couper, Esq.; Enid, F. Scovell, Esq.; Coolin, G. Robinson, Esq.; Avalanche, J. Wheeler, Esq.; and Phosphorus. This was considered a fleet worthy to compete for an empire.

The Osprey and Phosphorus started first, quickly followed by Coolin, who soon took the lead, which she maintained some distance when Enid

rushed to the fore, and for a time led, but in turn had to succumb. The numerous changes that took place throughout the match are logged in our former account, and therefore in this summary not required. After an excellent contest of upwards of five hours and three-quarters the Osprey dashed in first, hunted by Avalanche who had been some three hours on her track. The former had to allow time, therefore Avalanche was declared the winner.

The Ranelagh Yacht Club, commenced the season on the 20th June, below bridge. Formerly the matches of this club were held above Battersea bridge (the club being located at Chelsea,) but new bridges having been built higher up the river it became impracticable to hold sailing matches in that locality. On this occasion there were two prizes of 15 sovs., and 5 sovs., given by C. J. Hampton, Esq., one of the club's most liberal supporters. The following started, Jessica, I. Pick, Esq., Rover, W. Limbert, Esq., Lurline, T. Fuller, Esq., Little Vixen, and Hawk, J. Brittain, Esq., the course was from North Woolwich to Town pier Gravesend, and back to Erith. This was very sharply and well contested, and ended by Lurline receiving the first prize and the Jessica the second.

The Royal London Yacht Club had its second and final match on the 21st of June, when prizes were offered to the value of 110 sovs., for two matches, but owing to some hitch only one came off, between Pearl, J. S. Adam, Esq., Eva, W. R. Gade, Esq., Maid of the Mist, S. P. Mumford, Esq., Oriole, and Mars. The course was intended to be from Erith to the Nore light, but the wind was very light and variable. On starting the Pearl took the lead which she yielded to Oriole and Mars in Rands Reach, and the contest for supremacy was between these vessels with alternate success, until passing through the Hope, when Mars gained the pride of place, which she retained to the finish of the match, the Pearl receiving the second prize.

The Royal Thames Yacht Club finished its season with the usual schooner match, on the 23rd of June, when a handsome silver gilt shield of the value of 100 sovs., for the first vessel, and a pair of beautiful silver claret jugs the value of 40 sovs., were given by the Club. For these contended Galatea, T. Broadwood, Esq., Shark, S. R. Block, Esq., Flying Cloud, Count Bathyany, and Leonora, R. B. Hesketh. The splendid specimens of the builders' art were started from off Rosherville at Gravesend to proceed to the Mouse Light and back. The Flying Cloud took the lead, which she maintained till off Shoebury when the Shark which had been using her best abilities passed her, but not taking due precaution, stood on so long as to give the Flying Cloud

the opportunity to round the Light-vessel first, with the Galatea second, Shark third, Leonora fourth, The Flying Cloud was now making considerable tracks, but the wind lulling Galatea (which had been racing with Shark) caught a slight breeze and passed the Cloud, the wind at this time was very fickle, and when off Yantlet Creek the Cloud again had a spurt, raced up to Galetea and passed, which position she retained until nearing Gravesend, when her opponent was favored with a few slight puffs which brought her to the goal just 30 seconds ahead, but the Flying Cloud having to receive 14 minutes was declared the winner, and the Leonora the third to arrive received the second prize. The want of wind was a serious drawback to the larger craft, but it is doubtful whether Flying Cloud would not, with more wind, have arrived first.

The Royal Mersey Yacht Club held its annual regatta on the 24th and 25th of June, when with an earnestness to uphold the high character it obtained in 1861, prizes to the amount of nearly 400 sovereigns were offered; and this liberality was appreciated by yacht owners, as a numerous fleet of well tried vessels graced the Mersey, which would have been further increased if the heavy gales had not prevented the arrival of several who were *en route* for that port. The first match was between cutters for a splendid cup, value 100 sovs., for which entered, Wren (new) T. C. Gibson, Esq., Lurline, J. C. Atkins, Esq., Glance, Osprey, Coolin, Phosphorus, Enid, Æolus, and North Star, D. Gamble, Esq. The Phosphorus, led from the start to the Bell Buoy for the last time, when she carried away her topmast, and this enabled the Osprey to give her the go-bye. The Æolus also, when nearing the flag-ship, in consequence of the two former mistaking its position, rushed up in time to take the lead, and the three vessels passed so nearly together that only 25 seconds intervened between the first and last, which was Phosphorus, who nevertheless took the prize by time.

The next match was also for a cup, value 100 sovs., for schooners and yawls in which the following took part, viz.—Redgauntlet, G. P. Houghton, Esq., Eagle, T. C. Gibson, Esq., Diadem, J. D. Cannon, Esq., Circe, D. Richardson, Esq., Janie, T. S. Lane, Esq., and Ierne, P. Graves, Esq. The course was the same as the cutters', and the whole being under canvas at the same time it was a very noble and gratifying sight. The Ierne took the lead, but her tenure of office was soon cut short by Circe, which shortly passed her, and came in the winner.

On the second day, the racing began for a prize, presented by the ladies, consisting of a very elegant silver tea service, a richly chased salver, and a butter vase, value 100 guineas. This was offered to vessels

of any rig, from 15 tons upwards—the following started; Phosphorus, *Æolus*, North Star, Glance, Coolin, Redgauntlet, Lurline, Circe, and Osprey. The next prize was presented by the liberal Mayor of Liverpool (R. Hutchinson, Esq.) who is also a member of the club, it consisted of a superb claret jug with two cups to match, value 50 guineas. The Enid, Ierne, Ethel, F. M. Rose, Esq., and Echo, G. Putland, Esq., entered. These two matches were started together, and from the various changes that occurred during the race, which are fully enumerated in our previous pages, it will suffice to say that after six hours hard battling—the Glance was awarded the 100 sovs., (by time), and Enid the 50 guineas prize.

The whole concluded with a match between Brenda, D. Mc'Iver, Esq., Vision, C. H. Coddington, Esq., Cinderella, A. Finlay, Esq., and Magnet, E. J. Bolton, Esq., which was well contested, especially by Cinderella and Vision, they coming in within five seconds of each other. The last named received the prize, a cup of the value of 25 sovs., by time.

The Royal Northern Yacht Club commenced its regatta at Largs, on the 1st of July, for a prize of 100 sovs., and the Storm, J. Graham, Esq., Osprey, Glance, *Æolus*, Phosphorus, and Lurline, entered. This was an excellent match, and the Phosphorus stuck close to the Osprey the leading vessel, until she carried away her topmast which forced her to give up, when the *Æolus* took her place, but could not come near Osprey, who won with several minutes to spare.

A purse of 30 sovs. was offered to the following vessels, Swallow, D. J. Penny, Esq., Atalanta, Waterwitch, Banba, and Ripple, D. Fulton, Esq. There was a spirited contest, between these vessels, which ended in favor of Swallow.

The next race was for 8 sovs., which was won by the Ripple. T. F. Livingstone, Esq., beating Pet, J. Ferguson, Esq.

On the second day a prize of 30 sovs., was contested by the *Æolus*, Glance, Lurline and Osprey, and they started in the order placed, the last named not feeling satisfied with her position—shook her wings, collared the Lurline, and challenged the Glance, but she did not see exactly the move, therefore stood on, and finished the first round in her place. On the conclusion of the second round the Osprey had passed her, but the *Æolus* maintained her position from the start to the finish and was hailed the winner.

The purse of 50 sovs., for the first vessel, and a valuable saloon compass for the second, brought the following to the start, Circe, Anita, and Rowena, J. S. Mills, Esq. The wind was light at starting, and the

Anita took the lead. During the progress of the match the wind increased, which assisted the Circe so materially that she from being last, flew to the head of the trio, winning the first prize, whilst Rowena received the compass.

The Waterwitch and Ripple (12) had a contest for a prize of 20 sovs., when the latter carrying away her topmast left the Witch to finish the race by herself and receive the prize.

The Royal Harwich Yacht Club Regatta commenced 3rd of July ;— the first match was for the Commodore's prize, a silver cup, value 50 guineas. In this the Queen, Little Yankee, Capt. Cholmondley, and the Violet schooner, took part, the breeze was light, not sufficient to give the Violet a chance to display her sailing powers, the Queen received the prize.

The Borough Members prize a gold cup value 70 guineas was contested by Emmet, Audax, Amber Witch, Capt. Bacon, Cyclone, J. Field, Esq., Clio, J. Dumas, Esq. This was a very spirited affair, but the race laid chiefly between Audax and Amber Witch, which vessel having carried away her backstay gave her opponent the prize.

A prize of 30 sovs., was next offered, but it was not carried out, as an unusual outburst of feeling among some of the parties led to the Avalon sailing the course alone, although she did not receive the prize.— Some correspondence ensued, and the Committee ultimately presented her owner with a prize which satisfied him, as will be seen by the following :—

MR. EDITOR : Referring to the letter which you were good enough to publish for me in the Magazine, Aug. No. respecting the match announced for the £30 prize, and in which I stated my ground of complaint against the conduct of Mr. T. Harvey, jun. and Mr. Hedge. I beg to say that I have been in communication with the committee on the subject, and to state, in justice to those gentlemen, that by a minute passed by them on the evening of the regatta, July 3, they strongly condemned the proceedings on board the Bessie, and admit that I had good ground of complaint on account of them. I have every reason to be satisfied with the way in which those gentlemen have treated this matter, and I beg to say that in order to mark their sense of the proceedings of which I complained, they not only passed the minute referred to, but, to do justice to myself, have handsomely presented me with a piece of plate in lieu of the £30 prize, which under the circumstances, they did not seem to consider themselves at liberty to award to me.—Yours &c.

JAMES GOODSON.

The next match was between little Violet, schooner, P. Bennet, Esq., and Haidee, Capt. H. Berners, for a prize of 10 sovs., which was won by the former.

The Prince of Wales Yacht Club held its second meeting on July 8th, when the Violet, Octoroon, and Bessie, started for a prize of 20 guineas. This was one of the best matches, by light weights, ever seen on the Thames, the tactics displayed by the timoneers of each vessel elicited the warmest praise and admiration of all who had the happiness to witness the extraordinary skill of those on board the Bessie and Octoroon especially. The two arrived at the goal with fifteen seconds only between them, the Bessie first, leaving her a winner with time to spare.

The Royal St. George's Yacht Club regatta came off on the 8th and 9th of July, when Kingstown harbour was studded with a grand flotilla of yachts. On the first day the following started for a purse of 100 sovs., Christabel, Osprey, Coolin, Enid, Avalanche, (J. Wheeler, Esq.,) *Æolus*, Phosphorus, Lurline, Echo, Marina, Glance, and Sibyl. The lead at starting was taken by Osprey, but 'ere they reached the first flag-boat the Phosphorus took her place and maintained it until reaching the Poolbeg flag-boat, when both Osprey and Enid managed to give her the go-bye.—Unfortunately here the Phosphorus touched the Enid with her bowsprit, as before reaching the flag ship she had gained the lead again, with the Enid following her—and when rounding Phosphorus was 36 minutes ahead. Now that fatal touch told its tale—for the Enid walked off with the prize.

During the above match the following were let loose—Atalanta, N. Arnold, Esq., Waterwitch, Capt. Sandford, and Banba, W. I. Doherty, Esq. The Waterwitch, took the lead, and won the prize of 30 sovs.

A third match for a prize of 20 sovs., was between the Ripple, D. Fulton, Esq., Fairy, G. Howe, Esq., Dove, T. D. Keogh, Esq., Pet, Lieut-Col. Rutledge, Virago, J. Byrne, Esq., Bijou, R. D. Kane, Esq., Magnet and Cinderella; which the latter won.

On the second day, the prize of 40 guineas was given by the Royal Irish Yacht Club, when all the vessels entered in the first match on the prior day started. except Osprey and Marina. In this race the Christabel showed her sterling qualities, but having carried away her topmast it became a sad hinderance to her success, although she still carried on with her colours nailed to the mast. The Phosphorus after a hard fought battle was hailed the victor.

The next match was between schooners; the prize 75 guineas, viz.—Wildflower, S. Little, Esq., Anita, J. Ballantine, Esq., Diadem, Galatea, Redgauntlet, and Circe. The Diadem had the best at starting, but Circe eventually succeeded in passing all to the front and coming in several minutes ahead received the prize.

The concluding race was between *Ripple*, *Dove*, and *Cinderella* which she won, and received the prize of 20 sovs. value.

On the 11th July, the Royal Western Yacht Club, offered a prize of 50 sovs., for a race from Kingstown to Queenstown, there were eighteen vessels entered, each of which paid an entrance fee of threepence per ton—which was to go to the first schooner, provided a cutter won the first prize, on the reverse as the case might be. The tonnage of the fleet engaged amounted to 1,173. The *Phosphorus* cutter received the 50 sovs. prize, and the *Galatea* schooner the stakes.

The Royal Cork Yacht Club, the first that ever carried a flag, had its regatta on 15th and 16th July, the first race was for a 50 sovs. prize, in which *Enid*, *Osprey*, and *Æolus* contended. The fame of these vessels led to the anticipation of an excellent match, especially as there was plenty of wind. The start was first rate, the *Enid* having slightly the advantage, which unfortunately was soon marred by a clumsy hooker fouling her, and it was some time before she recovered from the delay thus caused ;—the eastern and western flag-boats were both passed before she could come near her opponents. In the meantime the *Æolus* and *Osprey*, were passing and repassing each other, and making a good fight for the laurel, but the *Æolus* carried the sway, and won easily ; the *Enid* following her, having collared and passed the *Osprey*, upwards of $1\frac{1}{2}$ minutes.

The *Glance*, *Phosphorus*, *Lurline*, *Avalanche*, and *Coolin* next started for a purse of 40 sovs., which was won by *Phosphorus* by actual time 6m. 30s.

On the second day, the grand prize of 100 sovs. value, brought the following to the start—*Phosphorus*, *Enid*, *Osprey*, *Glance*, *Æolus*, *Lurline*, *Coolin*, *Avalanche*, and *Christabel*. The *Enid* smartly had the lead which she kept till nearing the western flag-boat, when *Phosphorus*, followed by *Osprey* and *Æolus*, passed her, and this being the end of the course, a severe struggle took place between these vessels, which ended in *Æolus* and *Osprey* passing *Phosphorus*, yet she received the prize, it being a time race.

The challenge cup of 50 sovs., did not come off.

The match between small yachts for 15 sovs., was won by the *Fawn*, F. E. Holmes, Esq., beating *Ænone*, J. Corbet, Esq., *Uriel*, Col. Beamish, and *Zuffa*, A. Hargraves, Esq.—This closed the matches of the yachts, and a very successful meeting.

The Port of Plymouth regatta, (which hitherto was held in conjunction with the Royal Western Yacht Club of England), this year was shorn of that union, in consequence of the members of the club being

desirous to yield to the wishes expressed by her Majesty. The time fixed was Aug. 19th and following day, but the matches extended over three days ; owing to want of sufficient wind on the 20th being the main cause. The first match was between Audax, Glance, Osprey, Marina, Christabel, and Crusader, Lieut. J. Sladen. In starting the Audax was last off, but the time thus lost was speedily made up, as ere the first round was completed she passed in succession the leading vessels—Christabel, Glance, and Osprey, but in the second round her success was nearly jeopardized by neglecting to become perfectly acquainted with the rules under which she was sailed—namely, three rounds, and on the completion of the second began taken in sail,—this enabled Osprey to lessen the gap between them, and fortunately for the Audax the Osprey during the third round ran into another craft, which compelled her to strike her flag, leaving the former certain of winning the first prize of 50 sovs., which she received. The Christabel came in second, but only 1m. 27s.. ahead of Glance, who was entitled to 6m. 30s., consequently the latter received the second prize of 10 sovs.

The next match was between Quiver, Ellen, Folly, Vampire, and Fire Cloud, J. B. Mansfield, Esq. Here the little Folly again beat her rivals, and walked off with the prize of 25 sovs., which had been given by the Steam Companies.

The entries for the Silver cup of 25 sovs., offered by the noble Commodore did not fill.

For a Silver cup, presented by Mr. Newcombe of the Plymouth Theatre, the Ida, R. Hosking, Esq., Glide, W. Shilston, Esq., and Enigma, J. C. Pope, Esq., started, which was won by the first named after a rattling good contest.

The second day's programme contained the grand prize of 80 sovs. for first, and 20 sovs. for second—to be contested by schooners ; the following were engaged in the match, Flying Cloud, Circe, Iolanthe, Silver Fish, Violet, Ellen, Albertine, and Galatea. As we have previously observed there was such a want of the locomotive power that these noble craft merely drifted on the waters for a few hours, when it was abandoned for that day.

P. C. Lovett, Esq., offered a prize of 25 sovs., for cutters, when Glance, Echo, Osprey, and Pauline, Col. Hogge, entered—but here much time was lost by the owner of the Osprey, disputing the allowance of time, so the other three started without her, but the race was not terminated for the same cause as the schooner match.

On the third extra day, the prizes above mentioned were again contested by all the yachts named, except Circe, Iolanthe, and Ellen. To

the grand prize was added the Commodore's cup with the restriction that it was to go to the first in of the smaller schooners, provided she did not win the chief prize. During the races a breeze sprang up which sent them more nimbly on the voyage, and the Flying Cloud profiting by "the blow" came in a winner of the grand prize, by time, being only 61 seconds behind Galatea, from whom she was entitled to receive at a quarter of a minute allowance for difference of tonnage upwards of 17 minutes. The Violet was the third in, and she received the 20 sovs., and the Commodore's cup, value 25 sovs.

In the race for Mr. Lovett's cup it was a very near thing between Echo and Glance, the former just winning by 16 seconds.

The last match was between Ida, Glide, and Enigma, when the former again polished off her rivals.

This finished the Port of Plymouth regatta, which from the causes assigned was rather a tame affair; this was much regretted as the liberality of the parties concerned in presenting and providing an excellent bill of fare upon all occasions is proverbial.

The Royal Yorkshire Yacht Club regatta opened with a good entry of nine vessels, although six only started—viz. Lurline, Queen, Audax, Amber Witch, Cynthia, Col. Pearson. and Rapid, A. Bannister, Esq.—There was an excellent breeze, and a slashing race was carried on particularly between Audax and Amber Witch, which were nearly beam and beam to the Bull Float, when they rounded within a few seconds of each other. After this the Audax drew away, and came in the winner of the first prize of 60 guineas; Amber Witch 10 guineas.

The second day only one race by yachts took place for a prize of 20 guineas, which Pearl, F. Hoare, Esq., received, beating Undine, Capt. Cator, and Mona, F. R. Dixon, Esq.

The Royal Welsh Yacht Club regatta on the 15th August, was not so brilliant an affair as we have previously shown our readers—and was mainly attributable to local circumstances; we have only two yacht matches to record, the first being for the Prince of Wales cup value 40 guineas, which was won by Phosphorus, beating Paragon, S. Darcum, Esq., and Ranger, W. H. Owen Esq.;—the other race was for the club cup, value 20 guineas; this was won by the Bijou, F. D. Kane, Esq., beating Fanny, G. Higgins, Esq., Laura, Capt. Bulkeley, and Banashee, R. H. Fawcett, Esq.

(To be continued.)

N.B.—In the following tables vessels in (*Italics*) came in before the one that received the prize.

Regattas and Matches.	Date	Winning Yachts	Rig	Tons	Owners	Value L.	Starting Yachts.
ROYAL CORK.....	July 15	<i>Æolus</i>	cut	61	C. T. Couper, Esq.	50	Enid, Osprey
	16	Phosphorus	cut	50	W. Turner, Esq.	40	Lurline, Glance, Avalanche, Coolin
		"	"	"	"	100	<i>Æolus</i> , <i>Osprey</i> , Enid, Christabel, Lurline, Avalanche, Glance, Coolin
ROYAL HARWICH ...		Fawn	cut	14	F. E. Holmes, Esq.	15	Ænone, Uriel, Zuffa
	July 3	Queen	cut	25	Capt. T. W. Whitbread	50	Violet, Little Yankee
		Audax	cut	59	J. H. Johnson, Esq.	70	Amber Witch, Cyclone, Mars, Clio, Emmet
		Avalon	cut	38	J. Goodson, Esq.	30	Walked over
		Haidee	cut	8	Capt. Berners.....	10	Little Violet
ROYAL LONDON.....	May 22	Vampire.	cut	20	Capt. Commerell.....	30	Oberon, Octoroon got aground
		Oberon	cut	20	J. D. Hewett, Esq.	10	Second prize
		Bessie	cut	10	J. H. Hedge, Esq.	20	Haidee, Violet
	June 21	Haidee	cut	8	W. Turner, Esq.	5	Second prize
		Mars	cut	39	G. Haines, Esq.	40	Pearl, Maid of the Mist, Eva, Oriole
ROYAL MERSEY.....		Pearl	cut	22	J. S. Adam, Esq.	10	Second prize
	Aug. 24	Phosphorus	cut	49	W. Turner, Esq.	100	<i>Æolus</i> , <i>Osprey</i> , Enid, Glance, Lurline, Coolin, North Star, Wren
	25	Circe	sch	127	D. Richardson, Esq.	100	Redgauntlet, Diadem, Janie, Ierna, Eagle
ROYAL NORTHERN..		Glance	cut	35	A. Duncan, Esq.	100	<i>Osprey</i> , <i>Æolus</i> , <i>Phosphorus</i> , <i>Circe</i> , Lurline, Coolin, Redgauntlet, North Star
		Enid	cut	56	F. Scovell, Esq.	50	Echo, Ierna, Ethel
		Vision.....	cut	8	C. H. Coddington, Esq.	25	<i>Cinderella</i> , Brenda, Magnet
	July 1	Osprey	cut	59	E. W. Nunn, Esq.	100	<i>Æolus</i> , Glance, Lurline, Storm, Phosphorus dis-
		Swallow	cut	18	D. J. Penny, Esq.	30	Baaba, Atalanta, Ripple, Waterwitch
		Ripple.....	cut	6	T. F. Livingstone, Esq.	8	Pet
	2	<i>Æolus</i>	cut	61	C. T. Couper, Esq.	50	Osprey, Glance, Lurline
		Circe	sch	127	D. Richardson, Esq.	50	Rowena, Anita
		Rowena	sch	61	J. S. Mills, Esq.	2nd prize	Saloon compass presented by Mr. Park
		Waterwitch.....	sch	20	Capt. H. B. Sandford..	20	Ripple disabled.

Regattas and Matches.	Date.	Winning Yachts.	Rtg.	Tons	Owners	Value L	Starting Yachts
ROYAL ST. GEORGE'S	July 8	Enid	cut	56	E. Scovell, Esq.....	100	Phosphorus, (fool.) Christabel, Glance, Sibyl, Zeolus, Oprey, Coolin, Avalanche, Marina, Echo, Lurline
		Banba	cut	24	W. L. Doherty, Esq....	30	Waterwitch, Atalanta disabled
		Cinderella.....	cut	15	A. Finlay, Esq.....	20	Ripple, Pet. Virago, Bijou, Fairy, Dove, Magnet
		Phosphorus.....	cut	50	W. Turner, Esq.....	gs60	Lurline, Glance, Zeolus, Christabel, Avalanche, Coolin, Enid, Sibyl, Echo
		Circe	sch	127	D. Richardson, Esq. .	gs75	Galatea, Diadem, Bedgauntlet, Wildflower
		Cinderella.....	cut	15	A. Finlay, Esq.....	20	Anita
OCEAN RACE.....	11	Phosphorus	cut	50	W. Turner, Esq.....	50	Clutha, and 14 other cutters and schooners
ROYAL THAMES... ..	May 23	Christabel	cut	48	H. H. Kennard, Esq...	100	Audax, Phosphorus, Glance, Marina disabled
		Glance	cut	36	A. Duncan, Esq.....	Second Prize	
	June 7	Queen	cut	25	Capt. T. W. Whitbread	50	Phantom, Vampire
		Phantom.....	cut	26	S. Lane, Esq.....	30	Second prize, (by time) Emmet disabled
		Folly	cut	16	W. L. Parry, Esq.....	80	(Octoroon, Wasp, Violet, (cutter,) Quiver
		Octoroon.....	cut	12	C. Long, Esq.....	10	Second prize
		Violet	cut	32	J. R. Kirby.....	40	Oriole, Ellen, Mars disabled,
		Oriole	sch	26	J. W. Ledger	10	Second prize
	23	Flying Cloud	sch	75	Count E. Bathiany..	100	Galatea, Leonora, Shark
		Leonora	sch	105	R. B. Heaketh.....	40	Second prize, by time
ROYAL WEISH	Aug. 15	Phosphorus.....	cut	50	W. Turner, Esq.....	gs40	Paragon, Ripple
		Bijou.....	cut	11	T. D. Kane, Esq.....	gs20	Fanny, Banshee, Laura
ROYAL WESTERN.....	June 12	Avalanche	cut	44	J. Wheeler, Esq.....	100	Oprey, Phosphorus, Coolin, Enid, Zeolus, Sibyl
(IRELAND.)							
ROYAL YORKSHIRE.	July 16	Audax	cut	59	J. H. Johnson, Esq....	gs60	Amber Witch, Queen, Rapid, Cynthia, Lurline
		Amber Witch.....	71	51	Capt. Bacon.....	gs10	Second prize
	17	Pearl	cut	10	F. Hoare, Esq.....	gs20	Undine, Mona

Regattas and Matches.	Date.	Winning Yachts.	Rig	Tons	Owners	Value L	Starting Yachts
PRINCE OF WALES.	May 10 July	Violet..... 8 Bessie.....	cut cut	9 9	Rt. Hon. Lord de Ros. J. H. Hedge, Esq.....	21 21	Jessie, Otrilla gave up Octeroon, Violet
RANELAGH.....	June 20 July 19	Lurline..... Jessica	cut cut	6 9	T. Fuller, Esq..... Ingram Pick, Esq.....	gs15 gs15	Jessica, Little Vixen, Hawk Little Vixen
SOUTHEND.....	June 16	Phantom..... Audax..... Cyclone..... Night Thought	cut cut cut cut	26 59 42 61	S. Lane, Esq..... J. H. Johnson, Esq.... J. Field, Esq..... J. D. Lee, Esq.....	50 33 30 15	Audax, Emmet, Queen, Christabel disabled Second prize Night Thought, Violet, (sch.), Eva, Pearl, Wild Wave, Violet, Zuleika
SOUTHAMPTON.....	July 7	Quiver.....	cut	12	Capt. Chamberlayne...	20	Folly, Don Juan
ITCHEN.....	Aug. 4	Quiver.....	cut	12	Capt. Chamberlayne...	15	Octeroon, Don Juan got aground
OCEAN RACE—Ryde to PLYMOUTH.....	Aug. 14	Marina	cut	62	J. C. Morice, Esq.....	35	Julia, Leonore, Ella, Glean, Galatea
PORT OF PLYMOUTH	Aug. 19	Audax..... Glance..... Folly..... Ida..... Flying Cloud..... 20 Violet..... Glance..... Ida	cut cut cut cut sch sch cut cut	59 35 12 10 74 32 30 10	J. H. Johnson, Esq.... A. Duncan, Esq..... W. Parry, Esq..... R. Hocking, Esq..... Count E. Bathiany... J. R. Kirby, Esq..... A. Duncan, Esq..... R. Hocking, Esq.....	50 10 25 cup 60 45 25 10	Christabel, Glance, Crusader, Osprey, Marina Second prize Vampire, Quiver, Ellen, Fire Cloud Glide, Enigma Galatea, Violet, Silver Fish Including Commodore's cup, value £25. Ecko, time race Enigma, Glide
LOWESTOFT.....	Aug. 5	Bessie..... Wanderer..... Rover.....	cut cut cut	9 14 15	J. H. Hedge, Esq..... T. L. Barber, Esq..... T. Palmer, Esq.....	20 20 10	Violet, Little Yankee Rover, Red Rover Second prize
GREAT YARMOUTH.	July 22	Audax..... Wanderer..... Belvidere	cut cut cut	59 14 9	J. H. Johnson, Esq.... T. L. Barber, Esq..... T. M. Read, Esq.....	50 25 15	Clio, Eva, Avalanche Red Rover, Argonaut Kathleen

Regattas and Matches.	Date	Winning Yachts	Big Ton	Owners	Value L	Starting Yachts
Gr. YARMOUTH FROLIC	Aug. 4	Wanderer..... Vampire.....	cut lat	14 T. S. Barber, Esq..... 8 W. Everitt, Esq.....	10 10	Red Rover, Myth, Belvidere, Bittern Enchantress, Merlin
NORFOLK-SUFFOLK. Cantley	June 5	Red Rover..... Wanderer.....	cut cut	8 Nightingale, Esq..... 14 T. L. Barber, Esq.....	12 8	Wanderer, Kestrel, Bittern Second prize chop and £3 2s.—Enchantress
Wroxham	July 10	" " " "	" " " "	" " " "	12 10 10 chop	Red Rover, Bittern Red Rover, Bittern, Enchantress Enchantress
Oulton	Aug. 7	" Enchantress..... Wanderer..... Iris	" lat. cut cut	" H. P. Green, Esq..... 14 T. L. Barber, Esq..... — Collinson, Esq.....	12 12 chop 8	Red Rover £8, Belvidere Vampire, Merlin Myth, Enchantress, Merlin Bittern, Wallace
QUEENSTOWN	Sept. 25	Heroine..... Gertrude..... Æone.....	cut cut cut	48 J. C. Atkins, Esq..... 60 M. Hayes, Esq..... 15 J. Corbet, Esq.....	37 10 15	Gertrude, Sibyl, Nautilus, Cymba, Avalanche, Æone, Aileen disabled Second prize Third prize
CLYDE MODEL	July 3 Aug. 9	Ripple..... Lightning..... Brenda.....	cut cut cut	8 T. F. Livingstone, Esq..... 4 W. Doig, Esq..... 8 D. McIver, Esq.....	gs 15 gs 10 chop £5 added	Pet Brunette, Paradox Ripple, Asalea
IRISH MODEL	June 25 28 July 12 26 Aug. 8	Flirt	cut	8 W. Boyd, Esq.....	Electric, Sting, Blue Bell	
		Virago.....	cut	104 Capt. Byrne, Esq.....	Pet, Dove	
		Magnet.....	cut	12 E. J. Bolton, Esq.....	chop Pet, Dove, Electric, Bianca	
		Pet.....	cut	" (Doherty) Lieut.-col. Rutherford	cup Pet, Dove prize, Binnacle and compass—Dove, Flirt	
TORBAY ROYAL	Aug. 22	Polly	cut	12 W. L. Parry, Esq.....	20	Quiver, Vampire
		Glanos	cut	35 A. Duncan, Esq.....	40	Osprey, Andas, Christabel
		Osprey.....	cut	59 E. W. Nunn, Esq.....	20	Second prize
		Flying Cloud...	sch	74 Count E. Bathyanany...	74	Albertine, Sultana retired

Regattas and Matches	Date	Winning Yachts	Big Ton	Owners.	Value	Starting Yachts
WINDERMERE.....	July 15	Jilt	cut	J. R. Bridson, Esq.....	50	Extravaganza second, £5, beating 9 others
	17	Extravaganza.....	cut	W. Tomkyns, Esq.....	13	Mosquito, Wave Crest, &c.
	29	Meteor.....	cut	S. Taylor, Esq.....	16	Wave Crest, Sylph, Hazard
	31	Wave Crest.....	cut	J. G. M. Ridehaigh, Esq.	14	Hazard, Cyclops, Ganymede
	Aug. 6	Hazard.....	cut	J. Fell, Esq.....	Ganymede	
KINSALE.....	July 23	Lurline	cut	J. C. Atkins, Esq.....	chip £15 added, Glance, Sibyl, Coolin	
		Fawn.....	cut	F. E. Holmes, Esq.....	15	Zuffa, Zenone
SWANSEA.....	July 21	Ianthe.....	cut	W. Pegg, Esq.....	Ariel, Vesper	
	22	Phosphorus	cut	W. Turner, Esq.....	30	Ariel, Ianthe, Leander
		Ariel.....	cut	W. Bowen, Esq.....	15	Second prize
		Ianthe.....	cut	W. Pegg, Esq.....	5	Third prize
BOSTON	Oct. 11	Firefly	cut	— Fawcett, Esq.....	Kitten, Waterwitch, Pet	
WELLS-NEXT-THE-SEA.....	July 23	Echo.....	cut	B. Dewing, Esq.....	gs7	Cuthbert
		Cuthbert.....	cut	— Smith, Esq.....	gs3	Second prize
BUTE & COWEL.....	Aug. 22	Cinderella.....	cut	A. Finlay, Esq.....	30	Swallow, Harriet
		Brenda.....	cut	D. MacIver, Esq.....	20	Azalea, Ripple disabled
		Brunette.....	cut	R. Sharp, Esq.....	7	Lightning, Garibaldi
WEYMOUTH.....	Aug. 30	Fanny.....	cut	— Grant, Esq.....	5	Fairy, £3.
DARTMOUTH.....	Aug. 27	Ida.....	cut	R. Hoeking, Esq.....	10	Pauline, Ellen, Little Dorrit
		Echo.....	cut	G. Putland, Esq.....	20	Christabel, Emmet
LOUGH KEY	July 31	Meta.....	cut	Hon. R. E. King	25	Corcair, £5, Lady Louisa
		Meta.....	cut	Hon. R. E. King.....	chip	Corcair, Querida
BLAIRMORE.....	June 21	Ripple.....	cut	T. F. Livingstone, Esq	gs20	Cinderella, Swallow, Waterwitch

Regattas and Matches	Date	Winning Yachts	Rtg Ton	Owners.	Value L	Starting Yachts
DOVER	Aug. 23	Glance	cut	35 A. Duncan, Esq.	25	Ortole, Night Thought
		Ortole	cut	26 J. W. Ledger, Esq.	5	Second prize
		Octoroon	cut	12 C. Long, Esq.	20	Little Violet
		Little Violet	sch	12 P. Bennett, Esq.	5	Second prize
ROYAL CANADIAN	Sept. 8	Gorilla	c.b.	27 R. Santley, Esq.	chop	Rivet and 5 others
		Wide Awake	c.b.	7 C. Elliott, Esq.	5	as Ex-holder of Challenge Cup
SYDNEY, N.S.W.	Jan. 26	Peri	cut	18 H. C. Daugar, Esq.	gs75	Australian, Why-not, Mischief, Ida
		Australian	cut	10 D. Sheehy, Esq.	gs25	Second prize
ROYAL HALIFAX	June 7	Wave	cut	21 J. B. Crow, Esq.	chop	Petrel, Ada, Kate, Foam, Mosquito
		Petrel	cut	14 W. Hare, Esq.		Second prize
Aug. 1 Wave	Aug. 1	Wave	cut	21 J. B. Crow, Esq.	chop	Foam, Petrel, Lurline, Kate
Sept. 20 Wave	Sept. 20	Wave	cut	21 J. B. Crow, Esq.	chop	Petrel, Lurline, Kate
BOULOGNE	July 14	Ennet	cut	32 W. F. Hay, Esq.	1000	Corsair, Eva, Rifleman
		Corsair	cut	21 Mons. Leboigne		Second prize—gold anchor
BERMUDA	Aug. 6	Nameless	ber	Lieut. Sandford		Prince Alfred's Cup—Osprey, Wanderer

The Alphabetical List of Winners will be given in January, 1863.

THE SMUGGLERS.

DURING one of my cruises some two years since, I put into the harbour of V——, on the coast of Kerry, to take in fresh provisions and water. My cruises bear a close resemblance to those described in what is called in sea phrase “A roving commission”, namely “anywhere and back again”;—and finding some pleasant society at the village of C——, I was the more easily induced to bear patiently with all those little delays which so constantly beset the sailor, when first he makes a port after a voyage of some length. The coast had even recently been famous as the scene of some of the boldest exploits of the Flushing smuggling company; and among those whom I met in the society which the place afforded, were many who boasted loudly of the part they had taken in various landings. Amongst other acquaintances I made that of the son of the chief proprietor of the district, himself no unskilful yacht sailor; and it was on the return from one of our shooting parties that he gave me the detail, which I now submit to the readers of *The Yachting Magazine*.

Some years since on one of my first visits to this wild country since my childhood, I stopped for a few days on a shooting party, at my relation's Mc S—— at C——n: the dilapidated house standing close to the water, which as I told you, had been the residence of our family. As is usual on these occasions, the house was filled to overflowing with sportsmen of various descriptions:—dog-breakers, dog-boys, markers, runners, basket-carriers, and idlers of every grade thronged the out-houses; and revelled in rude luxury in the kitchen, turning their attention and applying their hands to every earthly thing about the establishment, except their canine charge, or the sporting implements with which they professed to be entrusted.

The guests of a better class were equally numerous. The dawn generally saw us set out on our excursions; we seldom returned till nightfall; a hasty toilet fitted us for our ample and protracted dinner; and while the seniors of the party consumed the evening in potations bottle deep, the juniors found whatever of rank, beauty, or fashion the district afforded, assembled in the drawing-room, and drove away the fatigues of the day by passing the greater part of the night in dancing. We had thus consumed nearly a fortnight, a day or two occasionally intervening between our sporting parties; but no interruption being allowed to the evening festivities, and every night closing upon half-tired dancers, and whole drunk complotors.

About the close of the fortnight, on returning one evening from a long and nearly unsuccessful ramble after the first woodcocks of the season, having beat up but three, amongst four of us; and only succeeding in bagging two, though a full volley was fired upon each as he rose, and each one giving us two or three opportunities of repeating the dose, until at last, one of the vagabonds of divers denominations who attended us, facetiously remarked (thereby procuring for himself a half-dozen stripes of a dog-whip from one of the party, who piqued himself on his powers as a shot) "They must have been frightened to death" I found a strange guest established amongst us.

The mere circumstance of his being a total stranger to most of the party, would not of course have been deemed strange in this country, where hospitality has peculiarly established her head-quarters, but certain mysterious colloquies which he had held immediately on arriving, with the master of the mansion, with whom he seemed instantly to establish a very particular understanding, had led to conjectures; these conjectures had ripened into hints directed to the *pater familias*; these hints had been disregarded; and on a direct question having been ventured by one of his own family, the answer had been such as not to invite a repetition of the daring. The stranger himself had been probed, but was found impenetrable; he either did not affect to hear the hints levelled at him, or passed them by, giving some very general and always varying accounts of himself; and though he had not been two hours in the house, the curiosity of the female part of the family was already on the rack to discover his business. I was immediately surrounded, and implored to procure the desired information: but, in truth I cared too little about the matter to occupy my thoughts with it; and the stranger having been introduced to me as a Mr. Mago, I took no further notice, save the remark that he bore all the outward tokens of being a seaman, save the dress, and that he seemed a good deal inconvenienced by his ride from,—where, he did not inform us.

Thus matters went on: the "mysterious stranger", as one of my female cousins (just returned from boarding school) romantically termed him, made a meal which even surprised us, hungry sportsmen, in its quantity, diluted during its progress with a proportionate amount of whisky and cold water, mixed by the ancient "rule of thumb", and having concluded this stupendous meal, ruined himself for ever in the estimation of my aforesaid cousin, by producing from a large silver box, covered with chasing of a rare pattern, though almost worn smooth by the friction of the pocket, a long roll of pigtail, of which he immediately transferred no trifling portion to his mouth. Nor were his after-dinner

exploits less remarkable:—some of our ancient and practised toppers, according to custom, attempted to make the stranger “free of the country” by filling him beastly drunk; a task which, considering that he had already drank grog enough to swim in, would, as they imagined, not have been very difficult; but they reckoned without—not their host—but their guest.

Stoutly did he set to with the most valorous amongst them; and though one might as well have poured the liquor upon the surface of a congregation of sandbanks, as into the persons by whom he was surrounded, gallantly did he demonstrate his title to be considered of at least equally bibulous capacity.

The autumn sun rose upon their revel, and found our “man of mystery”, his head unconfused, his hand unshaken, and his secret unrevealed. Our party was to have terminated on the next day, and most of my fellow-sportsmen took their way homewards. I was myself to start on the morrow, and had given directions to have my horses ready early in the morning, and sent off my numerous and useless followers in the course of the day, retaining only my own immediate attendants—two men, whose skill and fidelity might have been depended on in any field or upon any excursion—when McS—— came to me, and, drawing me aside, said earnestly, “You must not leave this to-morrow.”

My reply was the Irish one:—“Why so?” “Why”, replied he, “to tell the truth, we have a ‘landing’ to-morrow night: that fellow, Mago is one of the agents of the ‘Flushing Company’; I made my arrangements with him in Cork, last assizes, and he has now come to warn me that the ‘Zee-Mew’ will be in before midnight to-morrow, it may be worth your seeing; and at all events, your staying will be both a favour and service to me.”

Strange as it may seem to some persons, there was a degree of interest in the prospect of such an adventure which made the proposition irresistible to me, and I at once gladly assented.

The day passed by with me as the day previous to some expected occurrence generally does with persons of an ardent temperament: I walked fifteen times from the house to the stable, thence to the kennel, and then back to the house; I spoilt a whole quire of paper attempting to write letters; I read three pages in each of ten different books, until the whole formed in my mind a sort of literary *olla podrida*; I fired at least twenty-five shots at curlew, and sea-gulls, without touching a feather; and, notwithstanding these various and useful employments, felt as if the day were destined never to pass away. The only rational act I was guilty of was walking to the top of the hill opposite (it is

called Noc a Thubber, or the Hill of the Well,) with a telescope slung over my shoulder to look-out; and when I arrived there had the satisfaction of finding that the sea was covered with such a fog as would have rendered even Sir Boyle Roache's famous glass (by looking through which he could hear the psalms sung in the parish church six miles off) perfectly useless. However, "time and the hour run through the longest day:" evening came at length, and I found that our dinner party consisted of only McS— Mr. Mago, and myself; the "women" having had a most opportune invitation to spend the day at P——, where the Collector of Customs for the district, who had received some information of our intentions, had arrived that morning, being most warmly received, splendidly feasted, and, as I afterwards learned, taken to bed at nine o'clock, in that happy condition, that all the smugglers in Flushing might have discharged their cargo under his bed-room window, without disturbing his repose. His escort of dragoons had been taken equally good care of in the little village; while the gay Cornet who commanded them, spent his afternoon in flirting and waltzing with the P—— girls, and my cousin, the romantic lady of whom I spoke, immediately fell in love with his moustaches, and vented her mingled ire and admiration the next morning in comparisons between soldiers and sailors, and covert hints at the brutality of Mago, as contrasted with the politeness of Cornet Clavering: but this is digressing. Mago, McS. and I sat down to dinner; Mago displayed his usual powers as a trencherman, McS. was evidently nervous and alarmed, said little, eat nothing but took several glasses of wine rapidly, and then rising from the table, continued to pace up and down the room, croning to himself over and over again, a couple of bars of the "Fox-hunter's jig"—his melancholy aspect and the merry air which he hummed, half chaunted, forming a most ludicrous contrast.

For my part, all my anxiety gave way at sight of the well filled table; and when at length my confrere Mago arose and looked first at a pocket timepiece, and then at the sky, observed, "It is past nine, the moon will be down in half an hour, and we had better start;" I could scarcely believe that the expected moment had indeed arrived.

McS. in leaving the room, passed me closely and whispered, "Bring your pistols; this fellow may play us false." I obeyed; and thrusting my weapons through my girdle, flung my cloak over all, and silently followed the smuggler. We walked some hundred yards along the road in silence, until we arrived at the junction of a small "bohereen," or lane, with the main road, where Mago stopped, and gave a loud and peculiar whistle; it was answered, and a man clothed as a Dutch sailor,

with the red cap, pea jacket, petticoat trowsers and long boots, in which we see Dirk Haittrick "rigged" on the stage, came cautiously forward. The glimmering moon shewed us that he had pistols in his belt and a cutlass at his side; and I now also, for the first time, observed that Mago was similarly armed. The countenance of the seaman, though nearly covered by huge whiskers and moustaches, which Cornet Clavering might have envied, seemed familiar to me, and the first sound of his voice made me aware that this was my old acquaintance M—. A few words passed between him and Mago, in a sort of slang which we understood not, and then the latter turning to McS— enquired, "Now sir, the horses." "Are here," replied a voice from the other side of the road; and four horses were led forward from under the shadow of the bank. My steed was led to me by my sportsmen, who I perceived were armed, the one with my double gun, the other with my rifle.

Two followers of McS—, were similarly provided; and from all this armament, I began to make up my mind for a fight, either with his Majesty's Royal Revenue, or his Majesty's no less loyal Smugglers, —I beg their pardon—"The Traders" is the appellation they delight in. We proceeded along the road, our followers taking a short cut across the country,—but our career was soon checked by M—, who hailed us to heave to, and on our stopping proceeded to consign his pony to all the devils he could conveniently muster, "for a nasty, cranky, little craft, that pitched bows under at every heave of a sea, and laboured worse than a dung-boat in a hurricane."

"Hark ye! brother," he continued, addressing one of the sportsmen who had rejoined us on seeing us halt, "have ye ever such a thing as a bit of a stop about ye?—if I don't make myself fast to this here craft, I shall be hove overboard in the twinkling of a handspike."

Honest Shawe-na-Guire, (Jack of the dogs,) having been "made sensible" that by "a bit of a stop" nothing more nor less than a cord of some kind was intended, produced four or five fathoms of a "check-line" from his jacket pocket, and M— having lashed himself to the saddle, we again, to use his phrase, "made sail." Turning from the highway a couple of miles of a rough bridle road, brought us, after fording sandy streams, and labouring through or leaping over various ruts, to the centre of the mountain gap, at the north side of which, in the little creek of Coonunna "the landing" was to take place. Here we dismounted; and Mago taking a small dark lantern from his breast, lit it, and proceeded to a spot whence he could see full into the bay; then calling me to him he said, "I am now going to make the proper signal to the vessel, which M— tells me is in the bay. The three

sides of the lantern are of different colours, red, green and blue: I shall raise first the side that covers the red glass, and shew that light for half a minute; then closing that, I shall show the green for an equal space, and lastly the blue: do you time me by your watch; and if in half a minute after I conclude, we do not see the answer made by showing the same lights in a reversed order, she must be gone!" His signal was accordingly made, and answered. Immediately afterwards three bright red lights, placed horizontally, were shown from the sea. "They ask if all is safe," observed Mago, "and my answer is Yes." He continued showing the green light for a minute; instantly the lights aboard sunk into darkness; and turning round we rejoined our comrades. Here we found M—— bemoaning the damage which his "sheathing" had suffered during the ride, and McS—— employed in posting our armed sportsmen, and half-a-dozen others of the "privileged class of idlers" on the look-out. "A shot in the air if any gauger with a party approaches," were the orders given; "if but a single man comes, you may engage him in talk, and walk him away if you can, but do not let him come to the waters' edge on any account." These important points having been arranged, we proceeded to the shore, where we found some 200 of the peasantry, with many of the better class of farmers, collected; some with digging tools of various descriptions; some with their horses and baskets, and many engaged in fitting for service the various boats which were hauled high and dry upon the strand. A general movement took place on our arrival, and with many "*millea failthes*" and "welcome gentlemen," we advanced into the centre of the group. Here Mago set himself at once to lighting a fire, and a few bushes having been ignited, a large heap of turf was soon in a blaze, in a nook of the little amphitheatre, so situated, that although the light was thrown strongly upon the surrounding multitude and illumined a wide streak of the dark waters of the little harbour, no portion of flame could be perceived from any part either of the land or sea. This done the indefatigable smuggler proceeded to instruct the peasantry in the art of making "the caves" as he styled them, for the concealment of the goods; and certainly a plan less liable to detection could scarcely have been devised by any exertion of human ingenuity.

In the first place, the sod, for a circular space of about six feet in diameter, was carefully raised and preserved *unbroken*, for about the depth of a fathom; the operator then dug right down into the earth, each shovelful of clay being carefully deposited on an old sail, and also preserved; from the depth of six feet, the ground was scooped out all round for about twelve feet more on every side, and through a depth of about

seven or eight feet, the earth thus raised was conveyed to the waters' edge, and sunk in a couple of feet of water. The process of stowing the goods was, as I afterwards learned, *thus* conducted; the bottom of the pit was rudely floored with unplanned deals, upright posts being set up here and there to support the roof; the goods were then filled in, until the large hollow was completely occupied; a wooden frame with a trap door in the centre, was then closely fitted into the circular entrance passages, at the depth of about five and a half feet; upon this, a foot or two of gravel was heaped; the clay was then rammed hard in until the hole was filled to the surface, when the green sod which had been so carefully preserved, was laid on the top of all, slightly pegged in three or four places, and the grass being matted over the edges, the process was complete. Even to one who had seen the pit constructed, the appearance of the surface is so uniform, that it frequently requires landmarks to enable the smuggler to discover the orifice of his "cave"; and the sagacity of the ganger is almost uniformly baffled. Boring as it is called, is almost useless; for the instrument coming to the gravel, the searcher in nine cases out of ten, concludes that "there is nothing there", and desists from his labour, or should he persevere, is only rewarded by the blunting or breaking his "spit" among the stones. But it was not until a much later period that I was initiated into these mysteries.

At the present moment something of greater interest attracted my attention; I had proceeded with M—— close down to the shore, and was looking out across the silent water for the schooner—the moon had gone down, and all before us lay in shadow, except the single line of water, which illumined by our watch-fire, shone like a golden band athwart the dusky forehead of a negro. The miners had ceased their labours, and lay stretched in expectation on the green sward above us; and I had more than once expressed my impatience to my companion, whose invariable answer was "he has not the tide yet"; when suddenly, the low rippling which is produced by the gentle gliding of a body through the water struck upon our ears; a second longer, and the long black hull and lofty white sail of the schooner became visible right over the mouth of the creek.

A single low whistle from M——, and the helm being put down, the vessel came up in the wind; everything was then laid flat aback, and she drifted in with the tide, stern foremost into the little harbour. At the moment her taffrail touched the outer verge of the illuminated waters, my companion gave another note on his whistle; instantly the heavy plunge of the anchors and the rustling sound of the cables were

heard, and in two minutes the Zee-Mew was quietly moored in the centre of the creek of Coonunna—the strong light I have mentioned, playing across the deck just forward of the main-mast, and displaying occasional glimpses of the figures of the seamen, as bronzed by the red glare, they crossed and re-crossed in the discharge of their various duties. Not a sound was heard on board, save the heavy flapping of the sails, as they were being taken in; but that operation having been completed, two shrill notes on the whistle from on board gave notice of their readiness to commence the real labours of the night. At this moment, McS—— came hastily to my side: "You can now," said he "render me a most essential service by going on board, and remaining until the landing is finished; your influence will be absolutely necessary to keep our people to their work, and prevent them interfering with the ship's company. Besides, the captain is coming ashore, and it is customary for some of the shore draft to go aboard in his place. You can also take two or three of these gentry (pointing to some of the farmers I have mentioned,) with you; they will be delighted with the opportunity of a booze; and, in good time, here comes the captain."

Thus urged, I called five of the most thirsty souls of the bystanders to me, and in a few minutes was alongside the Zee-Mew.

As I stepped on deck I was met by a tall figure wrapped in a seaman's watch coat, and his head enveloped in a huge fur cap, who bid me welcome on board; having gone through the same ceremony with my companions led us to the cabin, to go through the never failing preliminary to all conversation, of tasting the ship's grog. "If anything happens, you give me a call," addressed to the quarter master who stood by the binnacle, and the ready "Aye, aye, sir," of the other, were sufficient to tell me that our entertainer was the chief mate. On coming into the comfortable and well lighted cabin, we found every preparation, as it struck us, for a deep carouse already made. On the fire stood a huge black kettle, discoursing most eloquent music; a long table occupied one side of the cabin, on the upper end of which, upon what are nautically termed *cleathes*, were placed three kegs, marked respectively gin, rum, and brandy; with a silver spigot and faucet in each; large pigs of cold water were on the table; lemons, and sugar in the loaf, with a small hatchet lying by it for the purpose of acting as fashionable nippers, appeared in profusion, and a mighty array of rummers and glasses, of various sizes, stood in battalia around. "You seem well provided for visitors, sir," remarked one of my companions. "Aye, aye," replied our entertainer as he laid aside his coat and cap; it is nothing more than our usual way of life, sir, the table as you now see

it, remains covered from dinner hour till eight in the morning, and the liquors are free for all hands. But what will you take?" As he spoke my eyes were of course fixed on him, and the immediate impression on my mind was that I had before me one whom I had long known; there was not a feature of his face, not a tone of his voice that I did not seem to recognise; but while the first impression was that he was not only a countryman, but an old acquaintance, there were those peculiarities of voice, gesture, and manner, that set the judgment completely at fault; and just at the moment that I was about decidedly to proclaim my conviction, set me again to perplex myself with fresh observations and fruitless conjecture. If I could but hear his name, thought I, and at the moment one of the watch hallooed down the companion way, "Mr. Carson, boats are coming off, shall we stand by to get up the tobacco?"—gratified my wish on the subject, and sent the object of my conjectures at once upon deck.

I followed him as rapidly as I could, and found him superintending the loading of the different boats, and presiding over a scene of disorder to which the confusion of Agromant's camp must have been a well regulated assembly. There are no people who are greater proficient in the art of making a noise than my countrymen, and their talent in this way is, I think, most extensively exhibited in their seafaring pursuits. Set a boat's crew of Irish fishermen to haul a net, to take in or to discharge a cargo, or to come alongside a vessel, and it is ten to one that the operation will not be perfected, unless amidst a din which would not have disgraced the building of Babel; and yet this very uproar which would incapacitate almost any other people in the world from reflection, seems to rouse them to steadiness of thought, and to excite to action that facility of resource for which the Irish have been always famous. On the present occasion their obstreperous propensities were in full action. The schooner was surrounded by a number of their low black yawls, manned with, from four to eight men each; they pulled lustily alongside the smuggler, took in their cargo of tobacco, or took their departure, laden for the shore—every single movement being accompanied with either a wild shriek, or an emphatic Irish exclamation from each individual, that formed a strange contrast with the measured and monotonous cadence to which the crew of the vessel hoisted up or lowered away their various bales and packages. The space between us and the shore flashed like a sea of fire with the phosphoric corruscations excited by the constant plying of oars; and from the spot where the landing was being made, the uproar of voices similar to that which prevailed around us, came softened by the distance to our ears, was one of

those scenes which are almost irresistibly exciting. The pitchy darkness and solemn stillness of the night—the rude uproar and clamour, which seemed almost sacrilegiously to violate that stillness;—the roused sea, sparkling and flashing around the keels of the numerous small craft, the wild and strange forms by whom I was surrounded, as, seen by the imperfect light of the ship's lanterns, they toiled with a desperate intentness of purpose, and an almost ferocious activity, in their various occupations;—the dash of the waves on the beach, as it came amid the intervals of the nearer tumult, mingled with various clamours from the shore, the figures of those on the land, now thrown into strong relief as they crossed between me and the fire, and now again seeming to be swallowed up in the surrounding darkness, and the startling recollection of the wild and lawless nature of the adventure in which I was engaged, and of the characters by whom I was encircled, were a collection of circumstances which it was impossible to withstand, and I had rapidly conjured myself back to the days, and upon the deck of Morgan or Tench, or some of the famous buccaneers of old; and now looking at the seaman-like figure of the mate, who stood near me, with something of a respectful horror, when I was roused from my dream by hearing him bestow a hearty Irish curse, and a taunting jest in the same language on the crew of one of the boats, who by some awkwardness had allowed a bale of tobacco to tumble overboard and while they, never at a loss, and nothing loth, replied with a volley of witicism of the same tongue, I involuntary exclaimed, "Then you are Irish?" "Aye," was his reply, "and from this country too." "But your name?" "Oh, Carson is as good a purser's name as another; but this is no time to talk; we shall remain in the bay for another day, or indeed until we get a start of wind to take us out. I shall be ashore to-morrow, and dine at ———, for I have to settle with your relative. It is likely I shall then be able to let you know who I am. You and your family I know well, and recognised you from the moment I saw you first. You can be of use to me in the purpose which has brought me thus to this coast, and I may give you details and anecdotes which will narrate events to amuse and interest you. There goes the signal to cease for the night," continued he as the last boat reached the shore, and the fire, which till now had blazed brightly, sunk at once, from the effect of a quantity of water thrown suddenly upon it, "and here comes the captain."

"Side there," cried the second mate, as the light boat shot alongside, and the commander of the *Zee-Mew*, stoutly stepped upon her deck. "Where are the gentlemen from shore?" was his first question, and I

stepped forward in reply. "Your friends await you, and your companions—" "Are below in the cabin." "My boat waits to take you and them on shore." With some difficulty we disengaged my worthy comrades from an intercourse with the rum and brandy kegs, which were more congenial to their taste than conducive to their steadiness, and having laid them in the bottom of the barge, where they continued during our short transit to the shore, alternately to praise the hospitality of their entertainers, and bellow for "more grog," we pushed off from the vessel.

On landing I found all ready for our return. The cave filled with tobacco, a considerable quantity of which had likewise been conveyed to the interior of the country, and Mc S—— and Mago mounted, and only waiting for me. We rode rapidly home, and arrived just in time to get rid of our horses, before my cousins, escorted by the young Cornet made their appearance. Mago, flushed with his success, challenged the soldier instantly to a glass of grog, which was accepted, (the ladies having previously retired,) and I left the pair, smuggler and anti-smuggler, deep in a carouse, from which they rose not until the servants entered to arrange the breakfast apparatus, at which hour Mago betook himself *sobriety* to his couch, leaving the discomfited soldier to the guardianship of one of the labourers, who escorted him to his quarters at C—n.

The next day brought me a packet from Carson, containing sundry papers, memoirs &c., which I have yet by me, and in the course of the afternoon the Zee-Mew put to sea, distancing with ease two revenue cruisers, which, "not liking the cut of her jib," had given chase and I saw no more of my "mysterious mate." Some short time since I learned that he had perished at sea in the attempt to save the life of one of the crew of an American China trader, of which he had got the command; and this concluded my friend, was my first acquaintance with the *smugglers*. "And the manuscripts," interposed K——, "Are safe in my possession, and very much at your service." Need I tell the gentle reader that the offer was gladly accepted. I received possession of the papers, which I have since overhauled. They consist of some autobiographical sketches, certain pedigrees of the McCarthy family, which by the bye, was the real name of my friend's "mysterious mate," and sundry wild traditionary tales, relating principally to the mountain district in which I then found myself. On these stories if it pleases thee, we shall occasionally draw for thy amusement; and it may be that my next article shall make thee better acquainted with the "Life of a Smuggler." In the mean time, "pleasant breezes and fine weather," to you in all your voyages.

P. O'T.

A CRUISE WITH THE GIBRALTAR YACHT CLUB.

ON a fine autumn morning in the year 1860, shortly after the gun at the signal station of Gibraltar had sent forth its loud thunder, summoning from their couches the Englishmen and scorpions of the rock, the Spaniards of the main and the Moors of the opposite coast, had you placed yourself near the water port guard, you would have seen small parties of nautical looking individuals wending their way fast *en route* to the pier head, and from their attire and general appearance, to say nothing of their followers, you would at once, have put them down as yachtsmen, bound on not an every day errand. As the reader may ask how their attendants could have assisted you in arriving at this conclusion, I will endeavour to describe each party as they passed, or, as perhaps doing so, would only be useless repetition, and as besides space is valuable, you must be satisfied with a brief description of the first group, which now approaches. It consists of three persons, each puffing most vigorously at a cigar, doubtless they considered the cold morning air an excuse sufficient for inhaling the fragrant weed at such an early hour. The dress of these individuals need not be described, indeed it would be hard to do so, for though each was attired in clothing of most nautical cut, still the varieties of color which they presented would have prevented anything like an accurate description. The bundles of rugs, waterproofs and great coats, which they had slung by straps across their shoulders, showed that they intended their trip should extend beyond the day—and that one night out was not to be the limit, might be seen by the supplies carried by their followers. The attending satellites were three in number, one far in front of the others was evidently a sailor as might be seen by the letters worked on the breast of the blue jersey which he wore, and also on the ribbon fastened round his hat; these letters spelt "Esmiralda," the name of the yacht belonging to his master, Capt. Pence, one of the gentlemen before mentioned.

It was quite evident that Capt. Pence, had determined that starvation should not visit himself or his companions, whom we will call Nichols and Dinop, no matter how long their cruise might extend—at least judging by the appearance of the basket which the sailor, who gloried in the name of Joe, (and we believe he never had another,) carried. It was of portly dimensions and its weight nearly overpowered the stalwart Joe: the corners of various tins, jars, &c., which protruded over the top of the basket, bespoke various delicacies such as potted salmon, ham, tongue, &c., &c., and should you have indulged your curiosity by

a closer examination, the bodies of various descriptions of fowls all trussed and ready for the practice of the cooks art, together with many and various sorts of pies and pasties all ready for immediate attack, would have greeted your hungered eye. But you must not imagine from the size of this basket that the other servants were unencumbered or devoid of spoil, their's were indeed precious burdens, and I would doubt much the success of the cruise, had they been forgotten. but as in this instance they were not, I must describe them,—they contained bottles of all sizes, dimensions and shapes, differing in hue as in labels, but predominant above all, might be seen the Englishman's love for malt beverages, which like heavy cavalry were well supported by a goodly supply of light horse as well as of strong, or in other words of wines as well as spirits, the "Old Salt," showed himself—in these arrangements, for what yachtsmen of the right sort ever neglects those creature comforts which add so much to the pleasures of a sail; at all events, we of the Gibraltar Yacht Club never do. Captains Flyer and Squeely, with a corresponding number of attendants formed the next group, and that no doubt might exist as to the name of his yacht, Capt. Flyer, who appeared the owner, had it bound in gold letters round his hat, the name was *Gitana*. In addition to the plentiful store of good things, with which they seem supplied, a brass instrument of some description might be seen peeping out from under Capt. Squeely's arm, showing his intention of breaking the solitude of the deep, doubtless with rule *Britannia* or some such patriotic strain. During our musing concerning the effect, Capt. Squeely's cornopean might have on fishes, he and his companions have passed on: another, and I think the last party we may expect, came in view, hurrying as though they feared the time of rendezvous was past. Their names are Banner and Wilmer, and their yacht's name "*Nora Creina*," we read on a chart case which the latter carries under his arm. It would appear from this, that Wilmer is an adept in the art of navigation, but when his companion was questioned on the subject, the manner in which he shook his head seemed to imply that he did not place much confidence in his friend's capacity. Banner's absence of mind may probably have prevented his clearly understanding the question, for as he wended his way forward, deep in some intricate problem, he seemed not to remark the absence of Wilmer, who attracted by some fine oranges on a neighbouring market stall had stepped aside to invest in some as an addition to their store.

Having now described the various parties in whom we are interested, and having conducted them safely to the water port jetty, I must there leave them for a time, while I tell the errand on which they were bound.

There is a small newspaper published at the garrison library of Gibraltar, and issued daily to subscribers for the sum of 8 dollars yearly, 4 dollars half-yearly, and the very diminutive item of 2 dollars quarterly. I have now before me a copy of this useful paper. I need not mention its date, as it is sufficient for my purpose, to know that it was published the evening before the parties we have had introduced to us, assembled on the wharf. On looking at the post office clearances therein mentioned I find the following official statement, "G.Y.C. cutter *Esmiralda*, Capt. Penee, cleared for Tangier; G.Y.C. yawl *Gitana*, Capt. Flyer, cleared for sea; G.Y.C. cutter *Nora Creina*, Mr. Wilmer, cleared for sea."

On reading this the truth stands revealed, these three yachts were then doubtless bound for Tangier, for though only one "the *Esmiralda*," cleared for that port, still it could only be concluded that the other two intended following her example. The reason the owners of the *Gitana* and *Nora Creina* cleared for sea, was doubtless because they did not exactly know for what port they might have to bear up; as should they not be able to make Tangier, they could then make use of any other friendly anchorage. The owner of the *Esmiralda* however, showed more determination, for as they say at billiards, "he named his stroke," and had weather or other impediment prevented him from making Tangier, his own anchorage at Gibraltar would have presented to him the nearest port, where he could enjoy the pleasures of terra firma.

Yachtsmen of the Squadron and other large Clubs may laugh at the possibility of anything preventing a well appointed yacht from crossing the Gut when and where her owner pleased. "It is but a few miles from side to side," I hear them exclaim; but let them consider the size of our craft and the water they have to go over, and they will perhaps allow that the undertaking is no easy one, for in what sea can be found such a medley of currents and races as are found in the Strait of Gibraltar, these, and the irregularity of the winds, caused no doubt by the high land on both sides make it by no means an agreeable cruising ground.

The Gibraltar Yacht Club, though, holding an old Admiralty war-rant, (dated I believe 1838,) cannot boast of anything larger than a 12 tonner. The three yachts I have spoken of were indeed all below that size, their measurement being as follows:—*Esmiralda* 7 tons; *Gitana* 10, and the *Nora Creina* being but of 5 tons. These were the little clippers that were to cross the famous Strait; that passage so feared by mariners, at least before steam was invented as a motive power. They are now at 5h. a.m., lying at their moorings with sails twisted, awaiting the arrival of their owners and the signal to start. In the absence of

both the Commodore and the Vice Commodore, the senior member of the club then present, Capt. Pence, was at once named as acting Commodore for the cruise, *mais a revenons nos moutons*. You may remember dear reader, that you left us shivering on the wharf while you extended your researches, you have now returned in time to find us with a Commodore appointed, just stepping into the dingys which are to carry us to our yachts. Hurrah, we have parted from our moorings, our foresails have filled and we are at length away. The last directions of our commodore are still fresh in our ears, viz. ; to keep together if possible, but should we find it necessary to separate, our rendezvous was to be Tangier bay, nor would he hear of a nearer one, for like a second Nelson, he nailed his colors to the mast and defied any one to pull them down. A light, very light west wind wafts us past the yacht *Magnolia*, belonging to Sir Henry Beecher, Bart., and bears us slowly onwards towards Cabrita point.

We did not reach Cabrita till nearly 10 o'clock and the wind which had gradually become less there left us altogether, so that we had to content ourselves with whistling for a new supply, only trusting that it would never blow to the extent our croaking club coxswain, Franks, prophesied it would do when he parted from us on the pier. The old curmudgeon even said we would never reach Tangier; but, however we are now well away, a long day and some five and thirty knots before us, so while we are waiting for the wind which now promises we'll fill our pipes, enjoy some malt and be merry. While engaged with our weeds we remarked a steamer, which we made out to be the *Adelia*, (Capt. Caithness,) bearing down upon us, and showing a large supply of bunting; on bringing our binoculars to bear, we found that the colours when read by Marryatt's Code, meant, "will you have a tow rope." The owner of *Gitana* thinking this too good an offer to be refused, instantly answered in the affirmative, but the idea of assistance was spurned with proper contempt, by the owners of the others yachts. The *Gitana* having made fast astern of the *Adelia*, was towed by her as far as the *Terifa* light where she cast off and headed for Tangier under sail.

Immediately after the departure of the *Gitana* in tow of the steamer a steady and increasing east wind got up, and as the commodore observed that the *Nora Creina* was obliged to have down a reef so as to keep back with his yacht, which was not so good a sailer, he kindly consented to its parting company, advising Banner who was steering the *Nora Creina* to make the best of his way across the Gut at once, and work his westing along the opposite shore, for the centre of the Strait is by no means a

pleasant place in an east wind, for as the current runs easterly, the sea raised between the two, is even with a light wind often too much for a small vessel. Indeed about Gibraltar, the east wind always seems to blow longer, harder, and with more effect than any other. At all events on the rock it is more felt; an old Portuguese proverb speaking of it says :—

“ Quando com levante chove,”

“ As Pedras move.”

Which may be translated in doggrel English, as,

“ A rainy Levanter

Makes the stones canter.”

The wind kept increasing until about 12 o'clock, when it settled down into a good five knot breeze, with its aid the Nora Creina rapidly drew ahead of the Esmiralda.

When nearing the eastward point of Tangier bay, the Esmiralda was some two knots astern, and appeared in some difficulty with her gaff-topsail, the halyard of which seemed to have given way, letting the sail down by the run. About the same time the Nora Creina met with a curious impediment caused by getting into a sort of whirlpool formed by two races meeting. They are called by the Spaniards “ Hilleros”, and although a fine breeze was blowing elsewhere, still in this spot, there was scarcely any, but instead, a most disagreeable broken sea. On entering the bay we passed a very pretty French war sloop, which we saluted with our blue ensign, a compliment which was quickly returned. The appearance of the town from the bay is very striking, more especially as it neared sunset, looking at it then, nothing could be prettier. The white walls of the town appear in such good contrast against the brown ground and dark foliage behind, while the sky of the brightest red seemed to encircle the whole, throwing over it the loveliest tints possible. On approaching it we found the Gitana anchored close under the walls, at least as close as the shelving nature of the beach would allow, and while the Gatanites were wishing us a hearty welcome we luffed up past her stern and dropped anchor as near as was thought advisable.

We were soon visited by a dirty looking Spaniard, who went through the form of examining our papers, holding them well away from his nose in the grasp of a pair of *pincers*. Having found them correct, he told us we might land whenever we liked. His crew consisted of four Moors, the most wretched looking beings I ever saw, and the whole turn out was rendered the more ridiculous by a large official flag which was hoisted on a broom handle raking over the stern.

As soon as the Esmiralda had come in and the insinuating cup had

been passed round, we hailed the shore for boats, a summons quickly responded to by a fleet of as unwieldy craft as could well be imagined. After selecting the one that looked the cleanest, we fought our way into it by the sweeping aid of our walking sticks; our tempers not being improved by seeing the paint scraped off our yacht's sides in a most wholesale manner by the oars and boats of our besiegers.

As Tangier does not boast of a pier, we had to entrust our precious persons to the shoulders of naked Moors who had waded for that purpose to the place where our boat was stuck in the sand. The contest which arose here was very amusing, for those not engaged in it. For scarcely did you put your leg within reach of your enemies who swarmed round the boat, than it was instantly appropriated, another bearer would at the same time seize your other leg, and not till you were nearly torn asunder, would one succeed in getting you to himself, the other then in revenge for his loss would give you a push, which would certainly place you under the water were not your steed prepared for it. As he would have done the same himself had he been the defeated party, he knows that when a winner he must expect it from the others. Thus pushed, jostled, and baptized with salt water, you at length reach the shore, only to undergo another scrimmage about the proper fare.

I may here relate an amusing accident which happened to a friend of mine on an occasion of this sort. Having made a bet that he would land at Tangier by a certain hour, he was very anxious to leave the steamer which had brought him from Gibraltar, in the first shore boat that might come alongside, as there remained but five minutes to the hour named. He did so, and as it wanted but one minute of the time when the boat grounded, he sprung watch in hand on the back of the first Moor who presented himself. Not expecting so sudden a burden, the Moor sunk down as my friend touched his shoulders, so that instead of the Moor, the muddy sea received him, and as the water was pretty deep, entirely engulfed him. Under the circumstances, the bet, if I remember correctly was decided to be a drawn one.

When our party had fought their way clear of these sea shore dogs, we started for the English hotel, (when I speak of the English hotel, I do advisedly, for Tangier likewise boasts of having a French, and also a Spanish one) kept by a Gibraltanian, Mrs. Ashton, where we instantly ordered a dinner of such substantial fare as could be speedily supplied, and while Captain Flyer went in search of the captain of the steamer *Adelia* to ask him to join us at dinner, we ascended (escorted by Hamet that waiter and guide of Tangier celebrity) to the upper regions, where we chose our rooms and prepared for a vigorous attack on the anxiously

expected dinner. It would not prove of interest to any one were I to tell them how we fared—suffice it to say that game (though scarcely in season) and the grain called Cuscous formed the staple commodities of our meal. I shall not attempt to describe our raptures on Hamet's informing us, that Missy Aston got very good beer in cask: it is very good, said Hamet, and very good we all exclaimed on getting to the bottom of our glasses.

As we purposed returning to Gibraltar as soon as we possibly could, our first thought on awakening the next morning, was to look at the state of the weather, which we found anything but propitious. The wind having increased during the night to a strong gale from the East, so strong indeed did it get, that the Captain of the French steamer thought it advisable to get up steam and cross to the other side of the bay where she could lie protected. Our breakfast was unpleasantly interrupted by the unsatisfactory information that unless we could obtain some anchors from the town we must expect to see our yachts go ashore as they were then drawing their own anchors. Fortunately we were able to hire (though at an enormous price) two large ones which were lying on the beach half buried in the sand. After some difficulty we engaged some Moors, who, assisted by our own sailors managed to get them out to where our yachts lay. We then returned to our hotel where we laid out plans for our amusement, as the appearance of the elements certainly forbade the hopes of being able to start for some days.

As so much of our day had been spent in our yacht cares, we decided on confining ourselves to town explorations for the rest of it, we then arranged to pay our respects to his Highness Mulay Abbas on the day following. As we found that he was encamped some twelve miles from the town, we ordered seven of the best animals obtainable, to be at the door of our hotel at 9h. 30m.: we also wrote to our Consul (Mr. Reade) requesting the protection of an escort.

Having settled this, we started on our town tour, first visiting the fort, where we were much amused by the show of guns and mortars which were mounted on it, there were guns there hundreds of years old, and of the manufacture of every country of Europe. They were of all bores, and the shot was thrown together in one general pile, the guns were in most cases, honey-combed nearly through, and the shot was mostly of any shape but spherical. Indeed, the Moorish captain of the fort seemed fully sensible of their worthlessness, for on one of our party asking permission to take one which was very much worn, as a specimen, he refused, but offered one which was quite smooth and round. His pride urged him to this, as he did not wish a bad shot to be shown

as a specimen of the Moorish artillery supplies, but would have been pleased had we taken the new shot which he offered to us. As he knew that showing it would only do him and his country credit.

After leaving the fort which is the highest point of Tangier, we were led by crooked and intricate streets, so narrow as to debar walking three abreast to the market place, or as we may call it, the main street of Tangier; it is about 18ft. broad and presents a most curious spectacle to the European eye, the crowd with which it is generally thronged, is composed of people of all nations, and I should think that no town in Europe could present to the visitors at one glance such a variety of costumes as may be met with here.

You can see here Moors and Jews, dressed in their many and various modes, English, French, Spanish, Portuguese and American sailors, marines, merchants, travellers and adventurers, all drawn to Tangier by many and different causes, some by pleasure, others by business, and many I fear by necessity; being outlawed from their own countries, they find here a near but safe harbour of refuge. The manner in which business is carried on is also curious. The chief shops are small rooms open to the street. Their floors being about three feet above it. On a carpet in this box sits the dealer, with all his wares heaped up round him, and generally with an account book in his hand. If you examine the store of one of these shopkeepers, you will find boxes full of gilt bottles of otto of roses, inlaid guns, pistols, swords, knives, gold and silver embroidered slippers, silk scarfs, worn round the waist, and many other articles of the same description, on any of these on which he may see you cast an eye, he will instantly place an enormous price; but the purchaser will not find him consistent, and may get the article of his selection frequently for a quarter of the money asked. I did not see a shop where useful articles were vended in any part of this, the chief street, the Jews, who form a large part of the population, keep these goods in their houses in the back streets, and dispose of them there in frequently an upstairs room, making no show outside of what is sold within.

No order seemed to be maintained in the Tangier market, but sellers of fowl and sellers of fruit were all mixed up together, eggs and oranges, chickens and tomatas. Fish and dates, were all exposed for sale on the ground, even in the middle of the street did the owners show their commodities, but in such a confused mass, that nothing appeared sufficiently tempting to cause one to become a purchaser, however much they may have desired any one individual article.

The fortifications of Tangier do not deserve much remark, though

their strange build one above another, in stairs like order, give them a very imposing appearance. On one of the forts over the landing place are some very large and fine guns, made lately in England, and mounted here during the late war with Spain. The platform of this battery is composed of loose boards, and I do not think would stand a single discharge.

After dinner a Jew whom we had known at Gibraltar, invited us to a Jewish wedding, but it would only tire my readers as well as myself were I to attempt a description of it: for of all the mummeries I have ever seen it was certainly the greatest, and I laugh now when I think of what an absurd spectacle we took part in, escorting the bride from her Father's to her Husband's home, with flaming torches in our hands, and with wreaths of flowers round our necks.

The next morning, we missed Banner who had returned to Gibraltar in the steamer *Adelia*, which had left before we had thought of awaking, as he had business there which could not be delayed. We quickly got through our breakfast, and prepared for our 12 mile ride to the camp of Mulay Abbas (the Emperor's brother). As soon as we heard that our steeds were at the door, we made a rush to appropriate them, however, there was not much choice between them, for they were the most broken down set of beasts I ever saw. There were four mules and three ponies, one of the former was instantly bestrode by our guide, Hamet, who had first slung across it a capacious pair of saddle bags well stocked with provisions and bottles of Bass's Pale.

The rest of the animals were soon put in requisition, and away we started in single file, Hamet being in the van, and the Moorish Dragoon, if such I may call him, who had been supplied us as an escort, took charge of the rear, and indeed constantly I turned my head to see how he carried his long musket (8 feet at least) for I did not fancy having a weapon of that sort carried in careless hands behind me. His uniform, if such his dress may be named, was the very reverse of ours, being exceedingly loose, his arms were many and various, and his horse was a poor jaded creature which, of course we had to supply in addition to giving the man his day's pay. For the first three or four miles our way lay through rather a pretty country. Some fine gardens belonging to Consuls lying immediately outside the city walls, the seat of our *Chargé d'Affaires* is some four miles from the town. The country soon began to show a very parched and unpleasant appearance; no trees, no grass, nothing but brown dried up earth to be seen on every side until we came in view of the river, by the side of which the camp was pitched.

Here in the valley of the river, the grass was fresh and green, and the white tents of Muley Abbas's camp shewed to great advantage on the sides of a little hillock, the top of which was surmounted by a large tent, the residence of His Highness. We sent a message to Mulay Abbas, asking, for permission to visit him, which he very kindly granted. He appeared a very fine fellow, and seemed to have a large correspondence, at least if one might judge by the pile of letters that lay before him.

His tent was simply but neatly furnished, he ordered chairs for us, and

after a short conversation in which he took care to say something to each, bowed us out, with all sorts of assurances respecting his esteem for the English—he stated at the same time that he would order sweetmeats and tea to be taken to the tent of the second in command for us—we went there and were regaled most sumptuously, nor did we enjoy it the less, from the fact that we were seated on boxes full of dollars, for the second in command of the Moorish army is likewise the paymaster-general. When we left his tent, a deputation from the third in command waited on us, asking us to honour his tent with our presence, which we accordingly did, and were again deluged with weak but very sweet tea, made from the green leaf, and served in the prettiest little gilt mugs imaginable. As soon as the kind gentlemen whom we met in this tent would permit, we escaped into the open air, and with the aid of cigars passed a pleasant hour in walking through the camp and examining the proud looking barb horses, those belonging to his highness we especially admired. On returning to our steeds, looking none the better from comparison with those we had just left, the faithful Hamet insisted on our correcting the tea by dozes of Bass, which we gladly did prior to mounting and returning homewards. As the mules could not be persuaded to quicken their motions, Pence, Squeeley, and Wilmer, who bestrided the ponies, determined on parting company which they then did, and accordingly reached Mrs. Ashton's hotel a good hour before their companions.

As Englishmen generally cross country at something quicker than a walk, the three pony riders above mentioned, in accordance with the custom of their country were going at a hand gallop, which so astonished two mounted Moors who saw them coming, that they at once brought their firelocks to bear on the so-thought approaching highwaymen—thinking they were going to fire, the three commenced spurring their nearly jaded nags, so as soon to get out of range, when lo, just as they were passing Wilmer's stirrup leather broke, depositing him on the ground at the very feet of his supposed enemy's horses. His distress at the accident may be imagined, but his delight was infinitely greater, when he discovered the two, as he supposed Moorish robbers, were in reality Moorish gentlemen, quite as much frightened by his and his companions fierce riding as he was by their gestures; so ended our second days amusement, and few more pleasant have I ever passed. The next day we visited our consul, left our cards for "the Charge d'affaires," found our way to the mosque and in fact, killed time by wandering through the narrow streets, seeking out the different places of public resort. A billiard room off the main street, kept by a Jew seemed to be the most frequented by Europeans, not only did we see billiards played there, but likewise early in the day games of cards were going on, for what seemed very heavy stakes, at least if we may judge by the pile of coin which lay in front of each player. Capt. Flyer essayed to wield the cue but did not appear to succeed well with the enormous balls which were used here. On the 5th day of our detention at Tangier although Mrs. Ashton's hotel was very comfortable, we determined to return to our respective vessels, so as to be able to take ad-

vantage of any moderation or turn of the wind in our favour, let it take place by night or day.

The size of our yachts not allowing room sufficient for the enjoyment of a sponge bath comfortably on board, before breakfast the next morning we saluted each other from the ends of our bowsprits on which we had placed ourselves, so as to obtain the benefit of each wave into which they dipped. No one seemed inclined to trust his precious person entirely to the deep, for monstrous sharks were said to have fixed on this spot as their chosen cruising ground. About five o'clock, on the morning of our 7th day out, a hail from the *Nora Creina* awoke not only the crews of the other two yachts, but likewise acted as a summons to any amount of strong throated cocks with which, not only the yachts but the surrounding feluccas seemed well supplied. Fowls being very cheap at Tangier and dear at Gibraltar, the crews had invested their savings in them as a profitable speculation. The reason of our being called from our bunks at this early hour, was that the wind had considerably abated and had taken a turn more westerly, the sea also had become calmer, so though still nearly dark, as all seemed tired of the place, the sails were quickly set, anchors hove, and a parting glance cast on the white washed town of Tangier.

The *Esmeralda* first got under way, followed quickly by the *Nora Creina* and *Gitana*, and with a light N.W. wind, headed for the Eastern point of Tangier bay, some six miles distant. The light morning breeze which had wafted them from their anchorage seemed to have been but a local one, for on nearing the point, they found their old friend the east wind still blowing, causing the *Nora Creina* which now led the little fleet to go about and bear away close hauled, for the other side of the Strait. In this she was followed by the others, but as she found the winds lighter and more various the further she got from the land, she speedily went about and continued making short tacks close in shore. It having been arranged before starting that each yacht should take its own course, they accordingly soon began to get to some distance from each other. The *Nora Creina* steadily and laboriously worked eastward by short tacks along the southern shore of the Gut, the *Gitana* the same course, but by taking longer tacks seemed to loose way, probably from not obtaining the full advantage of the off shorewinds. The *Esmeralda* stood boldly across the Strait, not intending to work her easting until she had reached the opposite side, which she did near Tarifa. She would doubtless have reached Gibraltar first, following the course she did, had not the wind fallen very light in the centre of the strait. The *Nora Creina* on the other hand was assisted very much by a current which she got into, running in a north easterly direction from the west of Sandy Bay, towards Cabrita point, on the opposite coast, thus getting an immense advantage. From 12 o'clock a dense fog seemed determined to prevent the yachts from keeping each other in sight, and the only way they could judge of each others whereabouts was by the occasional sound of martial music from the *Gitana*, and shots (68 pounders of course) from the other two. The *Nora Creina*, having got too much to the east through the force

of the centre current, was nearly getting into the Mediteranean, but being told her proper course by the Captain of an Austrian brig which had just left Gibraltar, she had soon the pleasure of sighting a friend in the G.Y.C. cutter *Derwent*, which was cruising at the entrance of the bay. Being told her exact position she instantly headed for the Samarang pratique ship, where she had her papers passed and her solitary passenger got permission to land. The *Esmiralda* arrived an hour later, at about seven o'clock p.m., but the unfortunate *Gitana* after a very narrow escape of grounding on the Riff coast, got by some mischance to the eastward of Ceuta, and did not get into Gibraltar Bay until eleven o'clock, just in time to permit her passengers landing at the New Mole pier, as in another hour the gates would all have been shut for the night. I need not say how heartily we all enjoyed our four-posters after an eighteen or twenty hours hard work before the mast.

The pleasant trips I have had, and the many pretty and delightful places I have visited, with members of the G.Y.C., must ever cause me to wish it every success, and may the lot again soon be mine, to witness such another regatta as I saw sailed under their auspices in Gibraltar bay some few years ago.

ROYAL NATIONAL LIFEBOAT INSTITUTION.

A meeting of this institution was held on the 6th November, at its house John-street, Adelphi, Thomas Chapman, Esq., F.R.S., V.P., in the chair. There were also present Sir E. Perrott, Bart., Admiral M'Hardy, Captain De St. Croix, Admiral Gordon, Montagu Gore, Esq., Admiral Bertie Cator, Admiral Washington, hydrographer of the Admiralty; John Griffith, Esq., Captain Ward, R.N., inspector of life-boats to the institution; and Richard Lewis, Esq., the secretary.

A reward of £8. 10s., in addition to a local subscription, was voted to the crew of the institution's life-boat stationed at Lytham, for putting off, in tow of a steamer, during a fearful gale of wind, and rescuing, under great difficulties, fourteen persons from the American ship *Annie E. Hooper*, of Baltimore. The life-boat's warp having parted whilst picking up a poor fellow from the sea, she was swept away from the wreck; but fortunately the Southport life-boat of the society came up just at the time, and took off the captain and three others. The Hon. C. F. Adams, the American Minister, expressed his great satisfaction with this valuable life-boat service to his countrymen.

It was stated that Mr. Allsup, owner of the *Loch Lomond* and other steamers, had given a general order to his captains that when any of his steamers were required for life-boat services, whatever might be their other engagements, the life-boat must always have the preference.

The committee expressed their thanks to Mr. Allsup for his generosity and humanity.

The Lytham life-boat was also the means, during a heavy gale of wind, of saving the schooner *Ceres*, of Arbroath, and her crew of five men. This valuable life-boat has often been the means of saving shipwrecked crews, and sometimes vessels, from destruction.

A reward of £12. was also voted to the crew of the Thorpe life-boat, for putting off on the night of the 20th October, and rescuing four men belonging to the barge *Henry Everist*, of Rochester, which, during a strong gale, and in a heavy sea, had sunk off Thorpeness, Suffolk. The cost of this valuable life-boat was generously subscribed last year and presented to the institution by the town of Ipswich and other Suffolk residents. It is to be hoped that many inland towns, especially, will be found to emulate the laudable example of Ipswich in this good work; and thus, although not on the coast, assist indirectly in saving the lives of shipwrecked sailors.

The Caistor life-boat of the institution had been the means of bringing into port the schooner *Hannah Booth*, of Plymouth, which, during a heavy gale of wind, was found abandoned on the Barber Sands, on the Norfolk coast, on the night of the 19th ult.

The Margate life-boat of the society had also put off and remained alongside a brig which had struck on the Girdler Sands, off Margate, during a heavy gale of wind on the night of the 19th ult. The presence of the life-boat encouraged the crew to persevere in their endeavours to save the vessel, which they fortunately succeeded in doing after some hours of exertion.

Rewards amounting to £90. were likewise voted to pay the expenses of the Yarmouth, Fleetwood, Lytham, Southport, Walmer, Newhaven, Fraserburgh, Cambeltown, and Arklow life-boats of the society, for putting off during the late fearful gales with the view of saving life.

The silver medal of the institution, a copy of its vote on parchment, and £2. each, were voted to Mr. Wm. Goldring, James Spraggs, and David Farmer, being the crew of the smack *Ferret*, in admiration of their noble and persevering conduct on the 17th ult., in putting off in the boat of the smack and rescuing, at the greatest risk of life, the crew of three men of the sloop *Cygnets*, of Portsmouth, which had sunk off the Hampshire coast. The three men were seen clinging to the rigging of their sunken vessel on the Woolainer sandbank, with the sea dashing over them. After having encountered the heavy gale then blowing, the vessel had become unmanageable, and struck on this dangerous shoal, where in a few minutes she was overwhelmed by the waves, and begun to break up immediately. Mr. Goldring and his crew, after making an attempt to reach the poor shipwrecked men in the smack, put off in their small skiff only 18 feet long, and after great exertion, and at the utmost peril of their lives, they succeeded in recovering the three men, who had been exposed to the fury of the wind and sea for five hours. They were laid in the bottom of the boat, one of them in a state of insensibility, and after encountering the perils of the return passage through a heavy sea, the boat safely reached the shore.

A reward of £2. was likewise granted to a boat's crew for saving, at much risk of life, the crew of six men belonging to a fishing yawl, which, during a frightful squall, was capsized off Clogerhead, on the Irish coast, on the 12th.

The silver medal of the society and £2. were also voted to James M'Millan, who is upwards of seventy years of age, for his general services in saving life, and particularly for his intrepid conduct in rushing into the surf to the rescue of William Fordyce, of the ship *Geneva*, of London, which, during a heavy gale of wind, had been wrecked on the Mull of Cantyre on the 18th ult. Soon after the vessel struck she began to break up, and the crew betook themselves to various portions of the wreck which were floating about. Four of them were carried out to sea: the fifth, William Fordyce, who had charge of the ship, got upon the poop, and was driven near shore, where he kept floating about among the fragments of the wreck for nearly five hours. At last, when carried near the land by a wave, he made a desperate effort to reach it, but fell short inside the cleft of a rock, where M'Millan, seeing him in danger of being again carried out, rushed at the risk of his life into the sea up to his shoulders and succeeded in dragging him to the shore very much exhausted.

It was stated that wherever the life-boats of the institution had put off during the late storms, when handled by able and determined men, their behaviour in the heavy seas had in most instances excited the admiration of their crews. At Bude Haven, however, the life-boat had been ill-manned on the occasion of the fearful wreck of the *Bencoolen*, and the result was that she was unable to save any lives on that disastrous occasion.

It was also reported that the beautiful life-boat, mounted on her transporting carriage, which was recently exhibited in the gardens of the Royal Horticultural Society, contiguous to the International Exhibition, had been sent to Tynemouth, Northumberland. The officers and some of the men of the Royal Naval Volunteers attached to the Exhibition and to the London depot had, on the removal of the boat, given it a grand ovation. Sir Richard Mayne had also kindly directed the police to give the procession every assistance in their power.

A life-boat had also just been sent by the institution to Drogheda, on the Irish coast.

Mr. Robartes, M.P., had again presented to the institution £150. to assist it to found a life-boat station at Porthleven, Cornwall. He had previously, in conjunction with his mother, the late Mrs. Agar, founded a life-boat station in connexion with the society at the Lizard.

The Committee decided on naming a new life-boat after Thomas Chapman, in acknowledgment of the great and important services Mr. Chapman had rendered, for many years past, to the life-boat cause, in his capacity of deputy-chairman of the National Life-boat Institution.

The new obverse of the medal of the institution, representing a portrait of her Majesty the Queen, executed by Mr. L. Wyon, was exhibited at the meeting. It is in lieu of one of George IV., the first patron of the Life-boat Society, and is a beautiful specimen of art.

The demands on the institution at the present period of the year continue to be unusually heavy, and the committee were in consequence compelled to order the sale of £1000. stock from its small funded capital.

Interesting reports were read from the inspector and assistant inspector of life-boats of the institution, on some of the life-boat stations of the society on the South coast which they had recently visited.

Payments amounting to £600 were ordered to be made on various life-boat establishments.

The Proceedings then terminated.

Editor's Locker.

THE LAW OF MEASUREMENT.

London, Nov. 17th, 1862.

SIR.—From the promises held out by the writers in *Bell's Life*, and the *Yachting Magazine*, in the early part of this year—great expectations were formed that a thorough revision of the whole Yachting Code would ere this have undergone a change, but not one sentence on the subject has met the public eye, and I verily believe a general meeting for that purpose to be an impossibility. In your former remarks you have stated it to be your conviction that unless some influential and well known yacht owner would take charge of the bantling it would never arrive at maturity; and I also am of that opinion; so unless such a person can be found it would be useless to scribble any more on that score,

Yours truly,

To the Editor H.Y.M.

HARRY HALLIARD.

[Our Correspondent is quite right nothing will be done to alter the Law of Measurement, Shifting Ballast, &c, unless some more influential party than a writer in the public Journals take the matter in hand. The Metropolitan Clubs appear to be satisfied with their system, therefore it behoves the distant Clubs to solicit, we would say the Royal Thames, to form a committee of the yacht owners belonging thereto, to arrange a general code that would suit all places where a regatta is held.—ED H.Y.M.]

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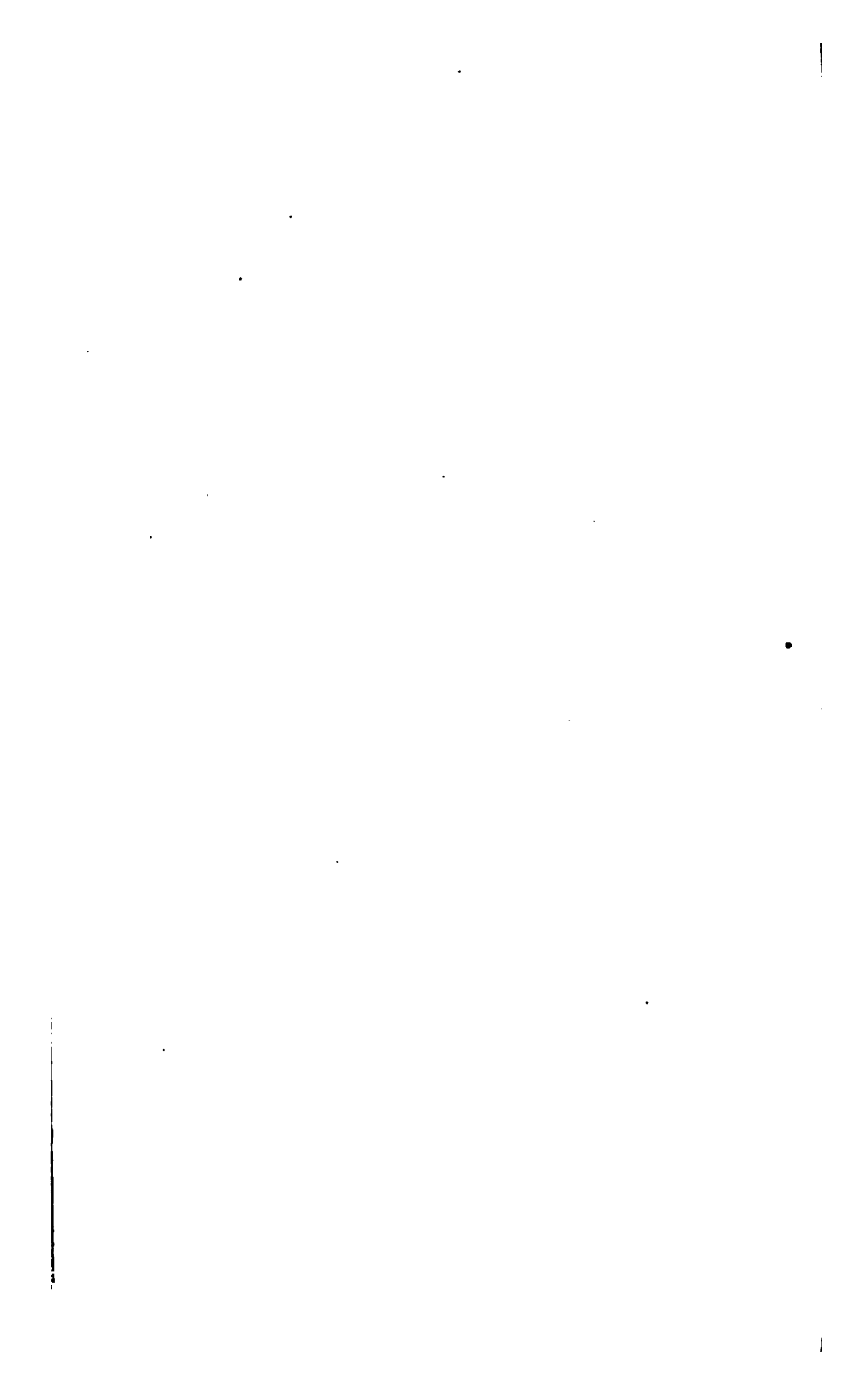
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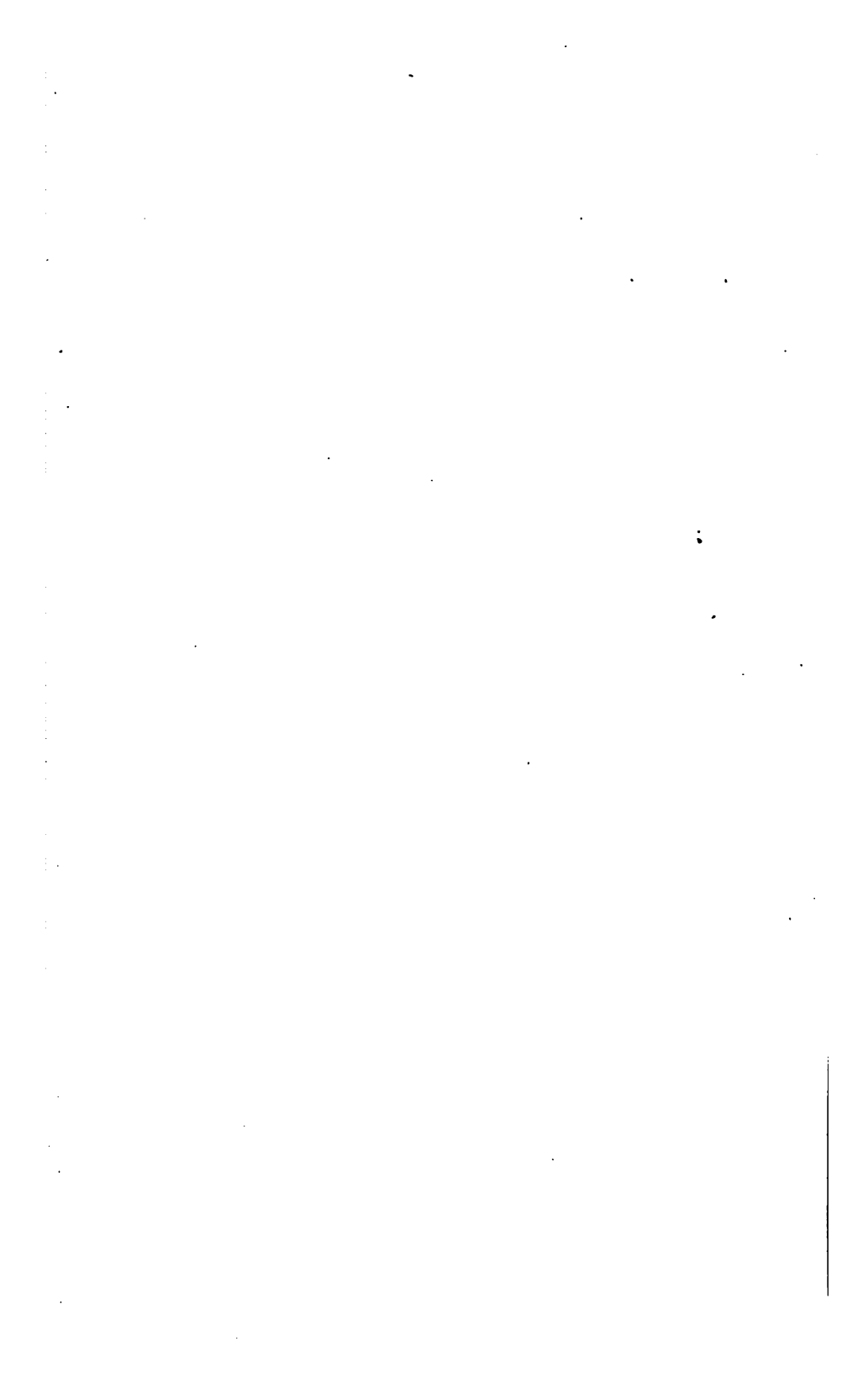
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